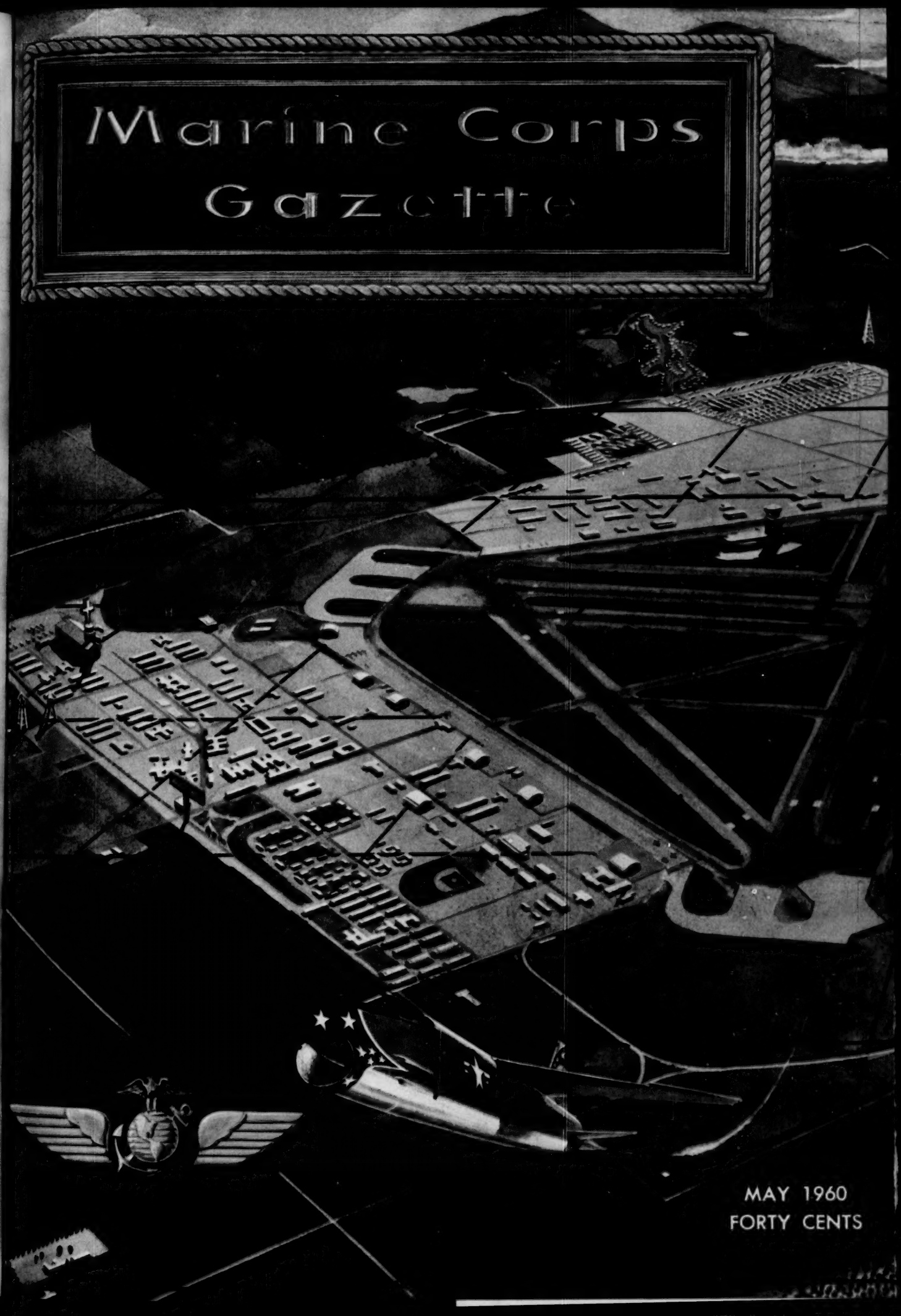
Marine Corps Gazette



MAY 1960
FORTY CENTS

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AirFMFPac

Control Tow

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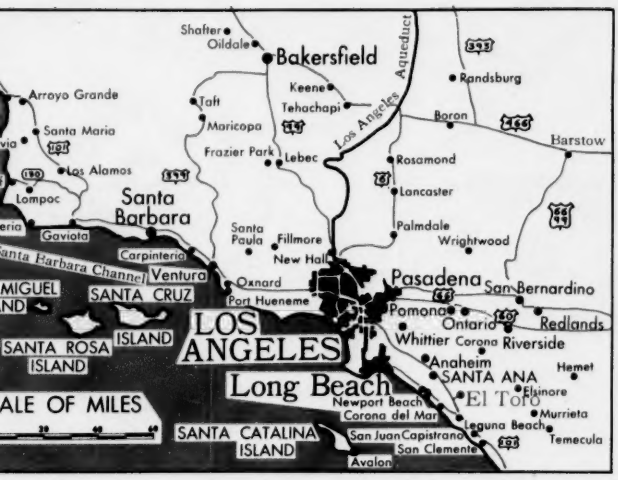


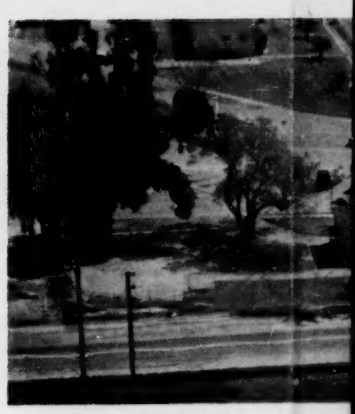
MCAS, El Toro (Santa Ana), California

El Toro

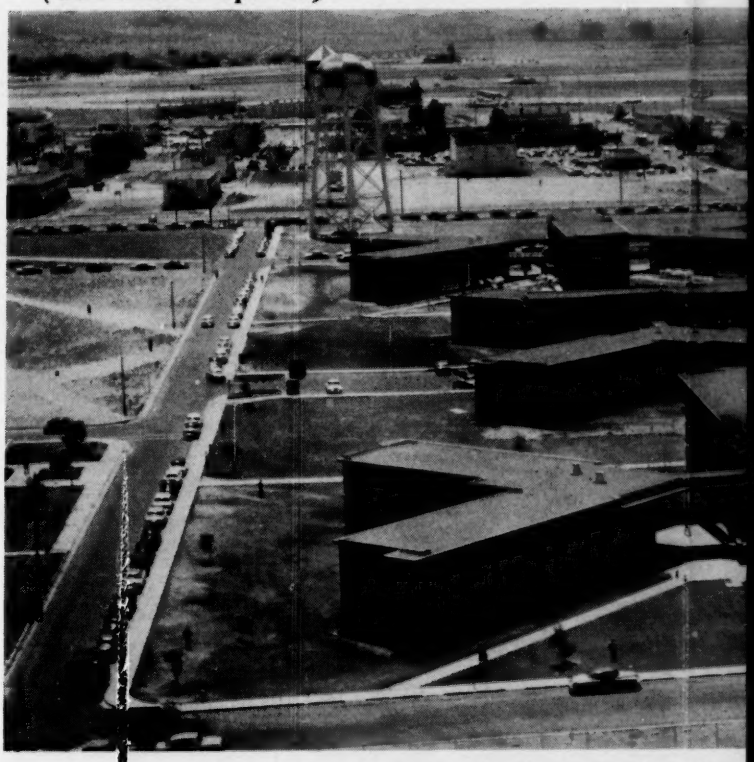
Key to Places on Cover

AirFMFPac Headquarters	3.7—B.5
Control Tower	4.8—D.8
Enlisted Wherry Housing	4.0—F.0
Golf Course	8.5—D.0
Gymnasium	2.0—C.9
Hostess House	3.4—B.5
MAG 15 Area	4.0—E.0
MAG 33 Area	7.0—B.6
MAG 33 Barracks	2.1—B.9
Main Exchange Facilities	3.1—B.8
Main Gate	3.3—B.3
MSgt Quarters	3.0—E.0
MCAS Headquarters	3.5—B.6
MCAMAR Housing	3.3—E.6
Navy Supply	7.0—A.7
Officers' Wherry Housing	2.8—F.9
Rear Gate	8.0—E.5
Special Weapons Training Unit	6.8—D.5
Staff NCO Club	1.6—C.6
Third Wing Headquarters	3.4—B.7

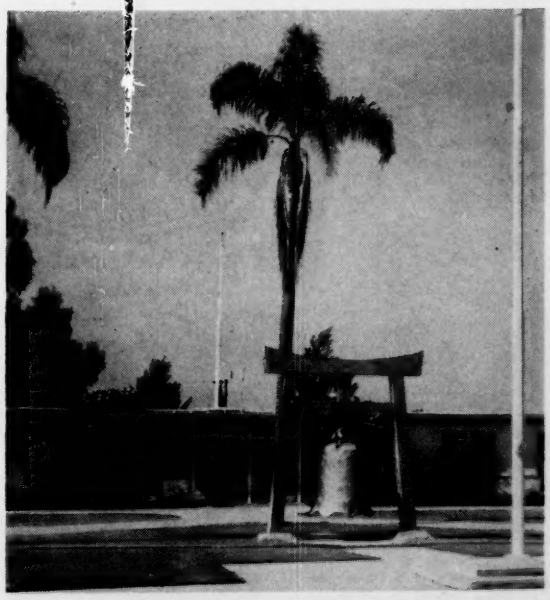
BGen R. D. Salmon
CG, MCAS, El Toro
(To retire 30 Apr '60)



Main Gate. Road



El Toro Marines live in these modern barr



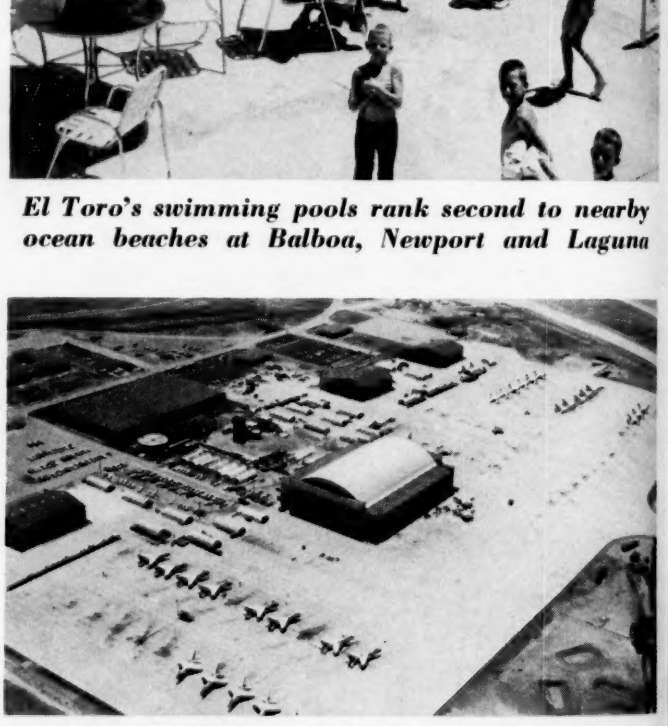
Chinese bell and AirFMFPac Headquarters

oad at bottom left leads to new barracks area

barracks. End units contain messhalls

Air Station control tower

El Toro's swimming pools rank second to nearby ocean beaches at Balboa, Newport and Laguna



MAG-33 flight line. Planes are F8U Crusaders

Headquarters, Marine Corps Air Station

Marine Corps 1960

The Marine Corps Association Newsletter

An unofficial digest of news of interest to our members

Blue Star Sparkles

Combat ready Marines proved that Corps theories are sound when tested under simulated combat conditions. They did it through operation Blue Star.

In March, 3dMarDiv (Reinf) and Republic of China Marines stormed the shores of aggressor-held Taiwan. Blue Star put all phases of modern Marine Corps tactics to a rigid test. And succeeded.

How did each unit benefit?

Communications

LtCol J. W. Tuma, CEO—"A communications success . . . . problems we tried to solve were detailed planning in combined operations in communicating with allies, and radio discipline."

Infantry

LtCol J. H. Naylor, ExO, 9th Marines—"Helicopter troop lifting and resupply invaluable. Regimental CP gained experience while on the move."

LtCol J. C. Short, ExO, 3d Marines. "The success was far beyond my expectations."

Reconnaissance

LtCol J. C. Babashanian, Bn CO—"Highly successful . . . our training proved sound in a test of combat conditions."

Artillery

Col C. Marston, 12thMar—"First time Mechanical Mule was used as prime mover for 4.2 mortar by helicopter lift . . .particularly successful for us."

Supply

Col. C. L. Granger, 3dSerBn—"Got practice in handling rapid movement of serials across the beach."

Tanks

Capt R. R. Montgomery, 3dTkBn—"We learned much about staff planning with landing exercises, as far as woods and terrain would allow."

Anti-Tanks

LtCol R. L. Dominick, CO, 3d Anti-TkBn—"Entirely successful . . . worked on operations of CP and night movements."

Motor Transport

LtCol J. R. Barreiro, 3d Motors—"Got needed experience under combat conditions in night driving, loading, unloading.

Pioneers

Col G. W. Ellis, 2d PioneerBn—"We gave Marine Aviation a new lease on life . . . helped build an airfield 3,400 feet long in two-and-one-half days."

Setting It Up

For MABS-12, Blue Star started shortly after the New Year. Setting up exercises included:

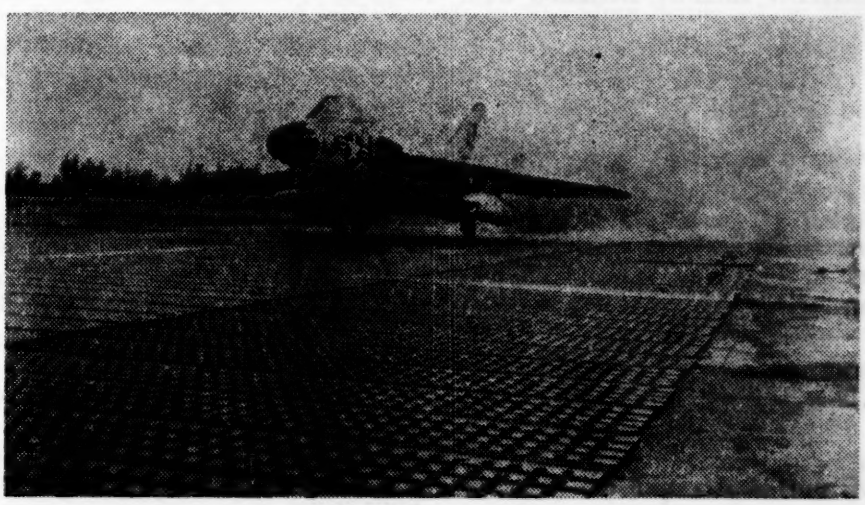
Building 2,000 packing crates to hold everything from typewriters to walk-in ice boxes.

Pre-cutting, marking and crating a complete field messhall.

Setting up a complete TAFDS, a refueling farm of six 10,000 gallon tanks that refuel 18 jets at the rate of 10 per half hour.

Putting in operation three oxygen plants, each turning out 10 gallons of pure liquid oxygen per hour.

Setting up a complete field laundry unit, water purification plant, distillery (water type).



Aluminum Runway Shines

Blue Star's do-it-your-SELF (Short Expeditionary Landing Field) project proved a whacking success. Less than four days after 3dMarDiv 7th Engineers started laying a runway at Heng Chun, Taiwan, jets of 1stMAW were landing, taking on fuel, taking off. First plane to try out the new, portable landing strip, actually 3,400 feet of pre-fabricated aluminum matting, was an A4D piloted by Col G. C. Axtell, MAG-12 CO.

To build such an airstrip amphibious assault forces delivered ashore on Taiwan:

- 800 tons of aluminum matting
- A pair of MOREST units
- A tactical airplane refueling farm w/rubber tanks
- A mirror landing system
- A portable tower

Fifty hours later, MCALF, Heng Chun, was in business, took its first jets a few hours later within spitting distance of the front lines.

Success of SELF bodes well for SATS, which uses, along with aluminum matting, catapult launchers, cuts runway down to 1,500 feet.

To the Rear, Duckwaddle!

If you're under 40, stand by for a new test to measure what shape you're in.

The desired shape: able to do "the common tasks performed by Marines in the field and/or combat."

CMC has given CMCS, Quantico, until 1 Jun to come up with a test to replace the pushups, etc. prescribed by MCO 6100.3A.

It will:

- Apply to all Marines under 40 regardless of rank or duty.
- Use simple facilities.
- Set a minimum satisfactory time for each event.
- Take no more than a half-day.
- Be a *test*, not a physical conditioning program. (TM21-200 is the guide to physical conditioning, based largely on calisthenics and games.)

As a guide, CMC set forth this sample:

Uniform: boots, dungarees, helmet, light marching pack, normal arms and belt.

Event 1: From a prone position, sprint 30 yards and board a HUS mockup.

Event 2: Climb a 20-foot knotted line any way you can.

Event 3: From a prone position, zig-zag 50 yards, pick up a "casualty," carry him back to start.

Event 4: Advance 100 yards by fire and movement, dropping to fire four times and jumping a 6-foot "trench."

Event 5: A 2½-mile forced march—then run or jog one-half mile more.

FMF Potomac

"1st choice of duty: FMF, 8th & Eye, Washington."

It could happen. In the continued drive for "the most fight from our plight," CMC has CG FMFLANT and CMCS studying a plan to form one 2dMarDiv Infantry Battalion from troops at Quantico and MB, Washington.

Affected: Schools Demonstration Troops and the Ceremonial Guard Co.

Old-timers will remember the plan worked before: in pre-WWII days and again with the 22d Marines under the "J" series T/Os.

Missile Marines

1stLAMB (Light Anti-Aircraft Missile Bn), setting up housekeeping first week in May at 29 Palms, will get its missile Marines sometime later. Forty-four technicians, the Marines who will maintain, repair, support Hawk, go first to electronics ordnance school at Redstone Arsenal (Huntsville, Ala.), later join 90 operators, 25 battery officers for Hawk Unit Package Training at Ft. Bliss (Texas).

A New Manual of Arms?

There'll be some changes made when troops get the M14 rifle because:

- The magazine protrudes below the stock.
- The hand guard interferes with Parade Rest.
- There's no stacking swivel.

One possibility: Drill without magazines. This admits dust. If drill is with magazines, only "Shoulder Arms" (on the *left* shoulder) is possible. Piece would rest on inboard side with magazine outboard.

A possible parade rest position joins both hands in front of the body.

There are two approaches to stacking arms without a stacking swivel. One is to ground arms (simply lay them down in a military manner). In wet weather, No. 1 man can secure the stack with his web sling.

These are some of the problems just beginning staffing at HQMC. Answers should be in the new *Guidebook for Marines*, due this summer.

The M14 rifle is featured in one of two new training films at your TAL. It's TF 7-2796, an Army film explaining Trainfire 1—similar to USMC combat firing course.

The other new film: MH-8755b. This explains the operational use of the new Marine AN/TPS-21 infantry radar set.

Attention, Majors and Captains

ALNAV 64 is about selections for general officers, but it applies to you. A SecDef directive requires duty on joint, combined, allied, or OSD staff—or a specific waiver—for promotion to general.

The problem: such billets are scarce, detailing of field grade officers could nearly amount to "pre-selection." Action: be sure your fitness report reflects any such planning or conduct of operations. Duty with a MAAG and some other billets may qualify.

Armed Forces Day
21 May 1960

Armed Forces Day, 1960, is an excellent opportunity for Americans to become better acquainted with their Armed Forces and with the vital role played by each of the services in maintaining our national security. The United States Marine Corps, our Nation's Amphibious Force-in-Readiness, extends a hearty "Welcome Aboard" to one and all.

General David M. Shoup
Commandant of the Marine Corps

Coming Events

May will be a busy month.

2-4 May FMFLANT units join with PHIBLANT, to host SecDef's Joint Civilian Orientation Conference (JCOC). Highlights: trip on *USS Independence*, amphibious demonstration at Camp Lejeune, entertainment at Cherry Point.

5 May Camp Pendleton hosts Navy League Convention for a "Day at Camp Pendleton." They'll see a Brigade land in PHIBLEX 33-60. Main convention base: Disneyland Hotel, Anaheim.

7 May is formal opening of refurbished Marine Corps Museum at MCS, Quantico. Drum and Bugle Corps will parade for Company of Military Collectors and Historians.

14-15 May Marine and Navy air will star in "advance" Armed Forces Day show at Andrews Air Force Base, Washington, D.C.

The following week, all Marine bases will be busy with annual Armed Forces Day open houses, parades, demonstrations (21 May).

Looking ahead to June, Marines will join in British Overseas Trade Fair at Madison Square Garden. It will feature Royal Marines in the Tattoo ceremony, beginning 17 June.

Names and Addresses

An address to strike from your book: 100 Harrison St. Department of Pacific is quitting business about 30 June. MajGen F. M. McAlister, 94 other Marines will be reassigned. Most of the administrative functions handled by MarPac will pass to HQMC, some to Treasure Island, the rest to 12th MCRRD.

SgtMaj Austin Ross retired 28 April at MCS, Quantico, 42 years after he began military service in San Francisco. His first hitch, during WWI, was Navy. It lasted two years.

Austin Ross will live in Quantico where he says the fishing is good.

Who? We mean "Derby," of course.

Joint Marine Air Force Training

The Air Force has given a vigorous nod to a proposal by CMC for joint Marine-Air Force training. Items:

• The Marine Corps lacks strength in transport aircraft. Its first team of tired R4Qs and R5Ds provides hairy transportation over long ranges.

This is why CMC wants training with USAF troop carriers. Joint training will:

• Acquaint Marines with Air Force transports C-130 and C-124 and loading techniques.

• Acquaint airmen with Marine Corps organization and equipment.

• Provide groundwork for smooth execution of contingency plans.

FMF comanders will arrange the training with TAC Troop Carrier Commands. They have been authorized direct contact. Item: 3dMarDiv has already been running loading drills with PACAF troop carriers. CINCPAC directed the move last year.

Inspector-General

IG teams will carry along copies of MCO-1610.4 (Subject: Moral Guidance) look for the effect it's had since being sent to the field. Also look closely at:

• Troop training by Security Forces. Desired: Single, comprehensive training sessions. Many commands string out training over entire working day, leaving little time for study, spit and polish, other personal chores.

• Harassment of troops. Avoid it. IG bans unnecessary police details, undue troop and stomp given by noncoms as disciplinary measures.

• How troops spend their free time. Are recreation funds adequate? Shared properly? For example: Does Post "X" have lockers full of footballs, nothing for its tennis players?

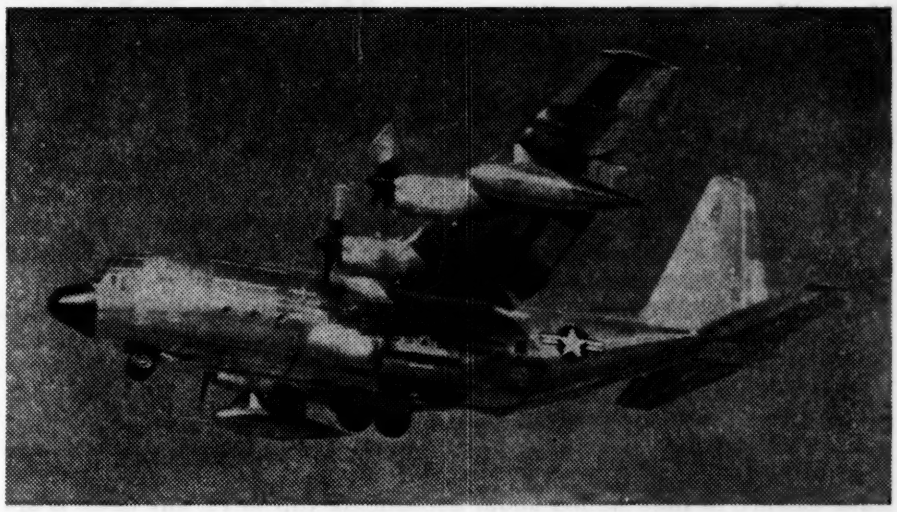
New LPD

Marine's interest in the new LPD will be symbolized by CMC attending the keel-laying for LPD-1. It's scheduled for 23 Jun, in Brooklyn.

A policy change for reserve Capts on active duty with regular establishment:

You CAN apply for EAD or SWAG to extend you into a promotion zone.

Those passed over twice, go out. Some promoted to Maj may get another SWAG. Ref: MCO 1001. 27.D, just out.



Hercules Phasing In

After long and useful lives, old workhorses R4Q and R5D are being phased out to pasture. Taking their place in the stable: GV-7 "Hercules" by Lockheed, out of C-130B. Groomed for Corps' assault transport mission, the GV-1 is a four-engine (prop jet) high wing, all metal carrier.

It's designed for aerial refueling and intra-theater assault.

USMC ordered three dozen, with them will form a 12-plane inflight refueling squadron for each wing. 3dMAW's VMR-352 is getting four planes in December, will become MIRS-1 early in '61. More planes follow about a month apart, two more squadrons about a year apart. Sixteen GV-1s have been paid for with FY '61 funds. The $19 million contract was firmed last November.

The first GV-1, a newer version of USAF C-130, was test-flown two months ago.

The programmed swing to 36 GV-1 aircraft (20 are in FY '61 budget) provides a minimum inflight refueling capability for three wings, minimum *intra-theater* combat support for three divisions. They replace 60 transport planes now assigned VMRs.

Here's how the new planes fit the mission of Marine assault transport squadrons:

Task: *Be prepared to accomplish any type wartime emergency mission . . . such as tanker support for inflight refueling.*

• Fuselage takes 3,600-gal fuel tank. At 25,000 feet, two jet fighters at a time can be served. Off-loaded: 28,000 pounds of fuel within a 1000 mile radius. This means flight ferry capabilities to any theater in the world for Corps' tactical jets.

Task: *Provide intra-theater transport of men and cargo.*

It lands on most any level ground, free of rocks and logs; needs less than 2000 feet of running room. Load: 92 Marines w/combat gear, or two Ontos; other 35,000-lb payloads. Aft cargo hatch matches 6x6 truck bed for easy loading, unloading.

Task: *Provide air delivery of combat cargo, emergency resupply.*

• For air-dropping weapons and supplies it's got wide-angle vision, hair-trigger control, broad range of speeds. Cargo can be chuted right where it's needed. Planned: a built-in beacon for use with hush-hush TPQ-10, giving pin-point air drops.

Task: *Provide long range direct delivery of high priority gear and Marines . . . wherein other means of suitable air transport is not readily available (such as MATS).*

• It flys far and fast—2,000 miles in less than seven hours (Cherry Point to the Azores). It can go anywhere, even north; takes a ski-wheel that lets pilot take off from hard surface, land or snow.

Task: *Provide casualty evacuation.*

• The GV-1 handles 74 litters, two corpsmen. Cargo area is pressurized, air-conditioned to give comfort at high altitudes.

Your New Electronic SRB

Big plans are brewing for the new computer activated at HQMC two weeks ago. Developed by National Cash Register Company and rented by USMC, the system was installed to keep better and faster track of about 475,000 Marines, regular and reserve.

Programmers believe it will do more. Finding out how much more is a full time job for researchers. One crew is busy sifting data in 48,000 officer and SNCO jackets. They're mostly interested in fitness reports. The idea is to get fitness report gleanings on tape for easy access by Detail Section. Goal: realistic job assignments.

Other uses of coded fitness report data that can be mechanically processed: assist promotion boards, show marking trends. Computer could separate fitness reports marked by a certain officer, determine his marking trend if there is one. Tape files would supplement officers' history cards, create one for SNCOs. These, say programmers, are projected plans only.

In performing its primary job—personnel accounting—the system can store on two inches of tape up to 151 items of information. Items range from leave balance to information about dependents (up to 14, any more is apparently a fact hard for the computer to digest.

Data on regulars can be stored on 10 reels of tape. All the data on the Corps' 16,000 officers can be stored on a single reel. First name on this reel: LtGen J. C. Burger, who holds the lowest serial number. Last name on the last reel: the newest recruit.

Plans in the mill for the system:

- Reserve payrolling
- Allotment accounting
- Retired pay
- Reserve mobilization

The computer at HQMC will serve as a master control center for a three-station data processing network. Systems are also in operation at Camp Pendleton and Camp Lejeune. CamPen will handle records on West-of-the-Mississippi Marines—all the way to the border of India. CamLej gets the rest. Duplicate records are at HQMC.

Personnel changes received daily at CamPen and Lejeune are taped, air-mailed weekly to HQMC. Changes effected by HQMC are in return sent to CamPen or Lejeune.

BASIC

Next month MCLFDC begins evaluating an electronic partner for field radios. It's Stromberg-Carlson's BASIC system (Battle Area Surveillance and Integrated Communications). It's a tongue-twister in name only. BASIC doesn't speak. It transmits data electronically via standard voice channels.

BASIC is designed to do this:

- Transmit data via a compact, man-packed message generator plugged into any standard field radio set.
- Send lots more of it in about three winks of the eye.

Data may be fed to computers for artillery fire control. It may be presented on typewritten cards for multiple distribution to sections with a "need to know."

MCLFDC is getting 15 message generators (also one complete BASIC system which includes a TV type picture tube) will use them with Mite, their portable field teletype, to test a completely new communications technique. Example:

A field observer sets up report on enemy tank through a series of switches on the message generator. He presses a button. It should take about three seconds for his message to cross the 3-5 mile line-of-sight range of an AN/PRC-10. It's decoded at the receiver in the CP (or FDC), simultaneously fed to Mite for printing in triplicate, stored in BASIC's memory for future reference.

Item: Voice messages and BASIC can travel the same frequency at the same time. Developers will try to work in as many as 5, 10 or 15 messages transmitted simultaneously over standard 3,500-cycle wide channel.

Tippecanoe (TPQ)

A radar directing central to replace the five-year-old MPQ-14 is a reality. BuShips has contracted for 17 RCDCs with General Electric. Delivery of the first sets to the Marine Corps begins in October. Warning to MACS: Don't be in a hurry to scrap your MPQ-14. Delivery of TPQ-10, the new RCDC, to the field won't be until all 17 are in depot warehouses, about a year from now. Stocking of spare parts, writing training manuals, schooling of operators comes first.

Plans call for alloting three sets per MAW, the remain eight held as spares.

TPQ-10 comes in two palletized packages, an antenna w/generator (by Libby Welding Co.), and the control shelter/computer package.

Complete package weighs 3½-tons, is helicopter transportable. Two men can operate. Most attractive feature of TPQ-10: its big operating radius (classified) in all weathers and in the dark.

Shooting Fronts

Camp H. M. Smith's Puuloa Rifle Range is the scene for this year's Fourth Annual Pacific Division Matches. Nearly 200 shooters, half of them from 3dMar Div, have been sampling Hawaii shooting weather since late March. Team captain for 81 Okinawa based shooters is Capt T. S. Brown, 2/1. Also firing at Puuloa are shooters from 1stMAW, Security Forces of Japan, Philippines and Guam.

Revised schedule for 1960 competition-in-Arms Program:

MATCH	*WHERE*	*WHEN*
Pacific Div.	MB, Pearl Harbor	9-14 May
Eastern Div.	Camp Lejeune	9-14 May
Western Div.	MCRD, San Diego	16-21 May
Marine Corps	MCRD, San Diego	6-11 June

Page Seven Overboard

Good news for commanders, S-3s, SRB clerks: Page seven (record of proficiency in military subjects) is headed for the deep six. CMC said okay. All that's left is for the order to reach the field.

Military proficiency marks will go alongside conduct and job marks on page three. Markings will be 1-5, denote caliber of knowhow about 37 general military subjects. G-3 planners said they are mulling the idea of including the new military proficiency marks in the composite score for promotion.

Fitness reports will record SNCO proficiency in military subjects.

For Rent

Last month the 1960 Slates appeared in this section. After he knows where he's going, usually the next thing a Marine wants to know is: "How's the housing situation?" To find out we visited Facilities Branch, Real Estate and Housing Section, HQMC. We read Public Quarters reports, waded through an awesome *Income From Housing Assets Owned & Under The Administrative Control Of The United States Marine Corps,* extracted figures, adding here, subtracting there. We wrote several bases for a summary of local listings, and since BuWeps handles housing at air stations we got their reports, too. Here then, are the fruits of our research. And if you don't get a house right off the bat, remember: The best duty station in the world is the one you just left. The following pages carry information about moving household effects. Next month: SNCO housing.

BASE	General Qtrs/Billets	Col Qtrs/Billets	LtCol Qtrs/Billets	Maj Qtrs/Billets	Capt Qtrs/Billets	Lt Qtrs/Billets	WO Qtrs/Billets	Total Qtrs/Billets
MCB, Camp Lejeune	4/4	54/30	76/91	127/169	179/454	239/855	28/87	707/1690
MCS, Quantico	3/3	56/33	79/109	101/144	98/192	19/90	15/29	371/600
MCRD, Parris Island	2/2	17/4	15/13	24/22	80/62	26/66	8/11	172/184
MCSC, Albany	1/1	4/4	4/7	7/18	11/33	3/19	4/19	34/101
MCB, Camp Pendleton	4/3	37/32	40/76	35/153	0/414	0/766	0/67	116/1511
MCSC, Barstow	1/1	4/4	3/6	5/18	8/29	2/35	1/20	24/113
MCB, 29 Palms	1/1	1/5	0/16	0/78	0/84	0/117	0/24	*2/251

BASE	Field Grade/Senior Officer	Junior Officer	Total
MCAS, Cherry Point	208/172	404/518	612/690
MCAF, New River	45/61	65/215	110/276
MCAS, Beaufort	55/61	205/205	260/266
MCAS, El Toro	76/189	141/575	217/764
MCAS, Kaneohe	68/95	182/400	250/495

Note: Breakdown of housing by rank for Marine Aviation was not available.
*Begin construction 150 Capeharts by Jul 1960, add'l 150 begin by Jul 1961.

What Are Your Odds On Getting a House

As a matter of fact, pretty good. Statistics show odds better than 60/40. Here's how:

Total billets listed	6941
Pct. of married officers	+ .783
(MCA Newsletter Apr '60)	5434.8
Total Qtrs listed	4040
Assigned other services	— 516
	3524

Divide by number of "married" billets and you get: 64.8%

WHERRY RENTAL UNITS (TITLE VIII HOUSING)

In addition to Public Quarters listed above, four bases control assignment to housing that is operated and owned by private sponsor. Figures shown are number of units normally assigned to company and field grade officers. Rentals are approximate, do not always include utilities.

MCS, Quantico	No. Units	Size (Bedrooms)	Rent
(Thomason Park)	158	2	$ 87.50
	48	1	70.50
	158	2	87.50
	44	3	100.50
Total	250		
MCSC, Barstow			
(Garden Homes)	9	1	$ 68.50
	14	2	83.00
	26	3	111.00
Total	48		
MCB, CamPen			
(DeLuz Homes)	32	1	$ 69.51
	118	2	*75.21
	66	3	*83.61
(Wire Mountain)	210	2	*69.79
	250	3	*79.69
Total	676		
MCB, 29 Palms			
(Marine Palms)	96	2	*79.00
	95	3	*90.00
Total	191		

*Junior Officers. Senior Officers pay about $16.00 more.

REMARKS: "BR" is Bedroom.

MCAS, CHERRY POINT—Public Qtrs include: 50 large MOQ for LtCols and above; 50 small MOQs for LtCols, Majs and W-4s; 82 two and three BR apartments for Majs, Capts and WOs.

MCAF, NEW RIVER—Qtrs assigned on basis of rank. Total units include 7 large four BR, 12 small four BR, 18 large three BR, 65 small three BR, 8 two BR.

MCAS, BEAUFORT — Senior officer Qtrs are four BR. Twenty field grade Qtrs are four BR, 20 are three BR. Junior officer Qtrs are 33 four BR, 152 three BR, 20 two BR.

MCAS, EL TORO—76 Senior officer Qtrs are three BR; 42 junior officer Qtrs are three BR; 99 junior officer Qtrs are two BR.

MCS, QUANTICO — Groundbreaking for planned 450 Capeharts is expected about 1Jul60. Billets at Quantico do not include the 1,200 officers enrolled in Marine Corps schools.

MCS, CAMP LEJEUNE—800 Capeharts are under construction. First occupancy expected in May.

MCB, CAMPEN—400 Capeharts authorized in FY '61.

Moving Your Household Goods

The following information is designed to help you arrange for transportation of household effects to your new duty station. It is based on current regulations and was compiled by Capt C. C. Nelson, MCS, Quantico, Transportation Officer. Prior to shipment you should be informed of certain facts and procedures:

- What you are entitled to
- Express shipments
- Private insurance
- Packing, crating and handling
- Other details to give you an efficient move at government expense.

When You Receive Your Orders

Make a personal visit to your base Freight Transportation Section. Details of your move can be fully discussed, necessary shipping arrangements made. Remember: many preliminary details can be taken care of before actual receipt of orders. It is important to contact Transportation at least five working days before the date you want your goods picked up from residence.

Who Can Ship Household Goods?

Ordinarily, only those Marines in pay grades E-4 and above can ship goods at government expense. How much you can ship depends on pay grade and type of orders. Weight allowances are as follows:

Rank	Lbs, TAD	Lbs, PCS	Rank	Lbs, TAD	Lbs, PCS
Gen	2,000	11,000	1stLt & W-2	600	7,500
LtGen	1,500	11,000	2dLt & W-1	600	7,000
MajGen	1,000	11,000	E-9	600	7,000
BGen	1,000	11,000	E-8	500	6,500
Col	800	11,000	E-7	400	6,000
LtCol	800	10,000	E-6	400	5,500
Maj & W-4	800	9,500	E-5	400	4,500
Capt & W-3	600	8,500	E-4	400	4,500

What Can Be Shipped?

The usual items of furnishings that are generally found in a residence such as furniture, draperies, rugs, appliances, toys, clothing, chinaware and other items of a similar nature are authorized to be shipped at government expense.

What Cannot Be Shipped?

Certain articles cannot be classified as *household goods* nor shipped at government expense, such as:

Trailers
Motor vehicles (except overseas)
Boats
Wines, liquors
Pets, birds, Animals
Explosives, inflammables, acids

Nor can items which are acquired *after the effective date of your orders* be shipped without prior approval of HQMC. Groceries and provisions not intended for your immediate family cannot be shipped at government expense. There are other items which are often questionable and should be taken up with the transportation officer for decision. Also the rail-truck-water carriers occasionally prohibit certain items from being shipped as household goods.

Entitlement and Services

This paragraph is *general information* as to your entitlement when you receive change of station orders and what services you may expect at government expense. You will be advised in specific detail at the time of your personal interview.

Temporary duty orders permit you to ship a limited amount of household goods. *Permanent duty orders* primarily entitles you to a shipment of your goods from old duty station or vicinity, to new duty station, or vicinity; shipments can be made to other points and places, under certain conditions. Check with your interviewer if you are ordered to overseas duty as to where you may ship your goods. Your orders entitle you to such services as:

- complete packing of your goods
- crating where necessary
- drayage if necessary
- transportation from origin to destination
- unpacking-uncrating
- storage

Express shipment is authorized when necessary and under certain conditions. More on this later.

Under permanent duty orders, goods may be shipped by a number of ways, such as rail, truck, van, water, express, whichever means will, in the judgement of the shipping officer, serve the best foreseeable interests of the government *and the owner*. Method selected for your shipment will be discussed and explained in detail, if you desire, at the time of your interview.

Paperwork Required

You will be required to furnish or sign one or more of the following papers in connection with your move. Study this list carefully.

a. "PCS" orders (permanent change of station orders)
b. SF-116 (standard form—116)
c. SF-117 (standard form—117)
d. DD-619 (Dept of Defense form—619)
e. Power of attorney
f. Hospitalization certificate
g. Dependents entry approval
h. Mileage certificate
i. Storage certificate
j. Discharge certificate

Forms and Number of Copies Required

a. "PCS" orders. Provides legal authority for the transportation officer to authorize paying for your move. Submit four (six, if overseas) "certified true copies" of your orders to cover each shipment you intend to make, i.e. a van shipment *and* an express shipment would require 8 copies of orders. Include endorsements and previous orders if modified or cancelled.

b. SF-116. This is an application for the transportation of your goods. The form is as important as your orders and must be *carefully studied* prior to your signature. Conditions are binding. Sign and submit a separate form for *each* shipment you intend to make. An interviewer will assist you with this form if you desire and answer your questions regarding each item on the application.

c. SF-117. Inventory form. List items you have for shipment. If you have mirrors, glass top desk, large pictures, which should be crated, indicate the number and *dimensions* of each. Estimate the number of barrels you need to hold china or fragile items (40 pieces of china or glassware per barrel). Estimate the number of cartons required (cartons average 15"W 15"D 23½"L). Estimate number of wardrobes you need, if shipment is to move by van (one wardrobe holds a large closet of clothes).

d. DD-619. Called an "accessorial services certificate" and is used by the carrier to tell how many boxes, barrels, cartons, wardrobes were used for your shipment. This form was devised by DoD for the express purpose of requiring the carrier to itemize containers furnished and to require the *owner's certification* that containers were actually furnished and packed by the carrier. Since packing charges often are half the cost of moving your goods, do not sign for more

containers than actually used. DO NOT SIGN IN BLANK.

e. **Power of Attorney.** Required only if person other than the Marine requests shipment in the name of the member. One copy only required. Remember: Shipping rights belong only to you, the Marine.

f. **Hospital Certificate.** Required (in addition to orders and SF-116) when the Marine is in a hospital and desires shipment of his goods to the area of the hospital. Shipment can be made of the Marine's full weight allowance providing certificate specifies member is confined to the hospital for "prolonged treatment."

g. **Dependents Entry Approval.** Certain geographical areas require the Marine's dependent to obtain approval from the area commander prior to entry into the area. In such cases, the shipment of household goods is invariably prohibited until the dependent is permitted to enter the area. Therefore you must furnish the entry approval as well as the SF-116 and copies of orders.

h. **Mileage Certificate.** Applicable in the case of Marines who are retired, released from active duty, or separated from the service. Such personnel are entitled to shipment of their goods to the point where mileage is drawn and the certificate is evidence of the member's election.

i. **Storage Certificate.** Used in case of temporary storage to permit a Marine to obtain *additional* 90 days storage. Must be justified by conditions beyond the control of the owner. More on storage later.

j. **Discharge Certificate.** Frequently used in lieu of orders to set forth factual data regarding Marine's home of record, last duty station, place where ordered to active duty, pay entry base date, etc. Is usually sufficient to obtain shipment of household goods.

Handling of Professional Books

Professional books may be shipped without charge to weight allowance if information is included in item 13-b on SF-116. Books are packed separately and their weight entered by the carrier on the inventory. Remember: proper processing of professional books may offset a checkage against your pay account due to excess weight especially in the case of senior officers who are usually close to their maximum weight allowance. No credit can be given for professional books unless they are so declared at time of application and weighed apart from other goods.

"Van" Shipments

The bulk of household goods shipments in this day and age are made via commercial van carriers for many reasons.

To be eligible for a van shipment you must have at least 500 pounds of household goods, since the carrier bases his minimum charge on these figures. Van shipments can be made to any point in the continental US, to Hawaii, Alaska, Guam, Japan, Puerto Rico, Panama, and a number of European and Mediterranean Areas. When you learn that you are to be transferred, immediately contact Transportation and start your paperwork. Establish a pickup date for your goods. The earlier you start this action the better your chances are for moving on the exact day you desire. Bear in mind that May, June and July are peak transfer months. Pickup dates are taken on a first-come, first-served basis, and not everyone can be moved on a given day. You may be asked to give an alternate pickup date. Work out this problem with your interviewer. Every reasonable effort will be made by Transportation to have you moved on the date you desire. After your pickup date is determined, the carrier selected to move your goods will be notified of the moving date. It is the practice of most carriers (but not all) to send a company representative to the residence to discuss moving details with the owner.

Be certain at that time to advise him of any unusual requirement you may have in connection with your planned move. But remember that the carrier can perform no special service that is not permitted by Joint Travel Regulations or Marine Corps Regulations, and still be paid at government expense.

If you have a large lot of goods, it may be better to have the goods packed by the carrier one day, and picked up the next. Advise Transportation at the time of your interview, so that the carrier can be informed. Do not be misled by the carrier's promise to be at your residence at a specific hour; it is virtually impossible to do this during the summer months when so many Marines are moving. DoD regulations require carrier to make pickup of goods *between* 0700 and 1900 *on specific dates agreed upon.* Do not change your pickup date with the carrier without advance approval of the Transportation Officer. The carrier cannot be forced to arrive at quarters at a specific hour, nor should they make such promises.

Inventory of Goods Packed

The carrier will inventory your goods as they are packed. *He must also furnish you a copy of your inventory.* If you note the carrier listing all your goods as M&S (marred and scratched) tell him he must indicate on the inventory the *degree* and *specific location* of M&S. DoD packing requirements specify that the carrier will use diligence in describing the condition of the furniture and must take special care to insure that the inventory reflects the true condition of the furniture. In case of conflict between yourself and the packer as to his method of listing the condition of the goods, call the carrier collect and request investigation. The inventory will list the containers packed at residence *but not the individual items within the containers.*

Packing

The carrier is required to bring the necessary packing materials such as barrels, cartons, wardrobes, excelsior, etc., to the house for the packing of your goods. If you have linens, clothing, and like items in drawers, chests or dressers, and the carrier does not consider it safe for transportation, the goods may be packed in cartons for this purpose.

The carrier may not pack heavy items on top of light or fragile items, for obvious reasons. The van that comes to your house for the pickup of goods may not necessarily be the same van that will carry the goods to destination, since it is often necessary for the carrier to send a smaller, local van to the house to make pickup on the date you desire. In such cases, the carrier will transport the goods to his warehouse and hold them for a van scheduled to travel to your destination. Because of the physical inability of most carriers to have "long haul" vans on hand at all times, DoD authorizes the carrier to retain the goods in his warehouse, if necessary, for a period of seven days, while waiting for a long haul van. Consequently, your goods may be picked up from residence by a long haul van or they may be picked up by a smaller van and taken to the carrier's warehouse. On van shipments it is advisable to permit the carrier to do all the packing, since he then becomes responsible for the goods. Carriers will not assume liability for damage to goods *packed by the owner.* For your wardrobes, do not permit carrier to pack miscellaneous items in bottom of wardrobe, since the wardrobe is designed only to carry clothing placed on hangers. Many carriers like to use the bottom space for the storage of toys, lamp shades, etc. Insist upon your right to have any such items properly packed in cartons. In addition to the copy of the inventory the carrier must give you, he must also furnish you with a *memo copy of the bill of*

lading. You in turn must sign the DD-619 form for the carrier, after you have carefully checked the number of containers he claims to have furnished and packed.

Tailgate Loading

This is the loading of your household goods on the outside of the van, on the tailgate of the van. It is a common commercial practice but is forbidden by DoD *unless* the carrier has advance approval of the transportation officer. Do not permit this practice without okay of Transportation Officer.

Express Shipments

Express is an expensive but rapid means of transportation designed primarily to insure that certain articles of your personal effects or household goods will be on hand by the time you reach your new duty station, available for your immediate use. Costly articles i.e. gold or silver articles, paintings, furs, etc., may also be shipped via express, when their extraordinary value prohibits shipment by ordinary means such as rail or van. Express is a separate shipment and needs a separate set of orders and SF-116 application. Maximum weight allowance in 500 pounds, net weight. This weight is a part of your overall allowance. Because of the restrictions governing express shipments, check with your interviewer before requesting an express shipment.

Rail-Water-Truck Shipments

Small lots of household goods (less than 500 pounds) are generally packed at the Marine's residence by Freight Transportation, then brought to Transportation warehouse for additional packing or crating. Goods are then turned over to a rail, truck or water carrier for shipment. Inventory of the goods is made at residence and all fragile items are carefully packed to insure safe transportation of goods. Even though goods are packed by government personnel, you must still set up a packing and pickup date for your goods. For Marines being transferred to embassy duty or to an overseas area where a "Seavan" type of shipment cannot be made, the goods will be brought in to the Transportation warehouse and all individual items, cartons, barrels, boxes, etc., packed in an overseas container, shipped to the nearest port, and shipped to destination via MSTS vessels or commercial vessels. Delivery to residence and unpacking is arranged by Embassy personnel or Marine Detachment in such cases.

Loss and Damage—Claims

Closely allied with insurance is the proper handling of any loss or damages sustained to your furnishings while being transported or stored, and the filing of a claim for reimbursement with the carrier. One firm principle to remember: notify the carrier immediately of any loss or damage you find to your goods. This can be accomplished by verbal notification *but in all cases must be supported in writing.* If your goods are shipped by van the carrier will ask you to sign his bill of lading and other papers acknowledging receipt of the goods in good condition. Before signing make certain that you carefully and accurately list all loss or damage you have found. *Do not sign for your goods as being received in good condition if you have loss or damage.* Carrier may deny liability if you do so. If carrier presents a government bill of lading for your signature, sign the bill of lading, but first insert the extent of the loss or damage on the reverse of the government bill of lading in the space provided. These are preliminary steps towards establishing carrier's negligence or liability. Carrier may give you a standard claim form to fill out. But he will not make settlement until you have formally filed a claim against him. If he does not give you the claim form, contact your destination Transportation Officer for the claim forms. He can advise you how to file your claim. He cannot force the carrier to make a settlement, nor can he require the carrier to inspect the goods. Owners must initiate and prosecute their own claims against the carrier, however the transportation office is available to advise on paperwork necessary to submit the claim. It is also possible to file a claim simultaneously against the government for loss or damage under the *Navy Personnel Claims Regulations.* Ask the Transportation Officer for proper form for this type of claim.

Shipping Your Valuables

Property of extraordinary value may be shipped by express. Such goods must be packed and inventoried *in your presence at residence* and a separate bill of lading will be issued to cover shipment. This type of shipment *may not* be sent to the Transportation Officer at the post or station where you are being transferred. You must consign the goods to yourself in care of the railway express agency at destination, or to a residence address if you have one. If you desire to insure your valuables for more than $50.00 or $0.50 per pound, when shipped via railway express, you must arrange for the additional insurance with the express agent. You are required to bear the expense of the added insurance yourself, in accordance with the Joint Travel Regulations and Marine Corps Order 4050.1A.

"Average" Time in Transit

Quantico-To	Railway Express	Van	Rail	"Sea-Van"
Albany, Ga.	5	10	20	
Barstow, Calif.	11	21	35	
Camp Lejeune	3	8	18	
Camp Pendleton	11	21	35	
Cherry Point	3	8	18	
Chicago	5	10	18	
El Toro	11	21	35	
Hawaii	19		45	30
Miami	5	11	22	
New York	3	8	16	
Norfolk	3	8	18	
Philadelphia	2	8	14	
San Diego	11	21	35	

Storing Your Goods

Two "types" of storage are used to store your goods: *temporary* storage or *non-temporary* storage. In some cases, a combination of both may be used. Your orders determine what type of storage you are entitled to and for how long. Generally, when you are transferred overseas you may place a portion or all of your goods in *non-temporary* storage, which is "long time" storage. You are cautioned that under current regulations goods consigned to *non-temporary* storage may not be removed or re-shipped to a different destination at government expense until you have received new or modified change of station orders. Exercise careful planning in this connection. If retired, you are entitled to *non-temporary* storage, or if assigned to a course of instruction of 20 weeks or more you may request *non-temporary* storage. Your interviewer will advise whether your orders entitle you to *temporary* or *non-temporary* storage, and for how long. For *non-temporary* storage, goods may be placed in either a government warehouse, or commercial warehouse.

Temporary storage is furnished on routine transfers when the Marine requires it for any number of reasons, such as

(Continued on page MCA—9)

View of the city of San Juan, Puerto Rico

NEW UNDERSEA TELEPHONE CABLE TO PUERTO RICO AIDS DEFENSE

In addition to its social and business usefulness, the new submarine telephone cable opened recently to Puerto Rico benefits the nation's defense efforts as well.

For it provides a dependable communications link for military and civilian use between the mainland and an important territory.

This new cable is the deepest telephone cable in the world, at one point dropping to a depth of five miles below the ocean's surface. The cable project was undertaken jointly by the Long Lines Department of American Telephone and Telegraph Company and the Radio Corporation of Puerto Rico, a subsidiary of International Telephone & Telegraph Corp.

The Puerto Rican telephone cable joins many others laid in the past few years—to Hawaii, Alaska, England and Europe—and provides another element of the world-wide communications network we are helping to develop for both civilian and military use.

BELL TELEPHONE SYSTEM

MAY 1960
VOLUME 44
NUMBER 5

40¢

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Advertising Representative: Shannon & Associates Inc., New York (28 West 44th Street), Chicago, Atlanta, Cleveland, Detroit, Los Angeles and San Francisco. Printed at 32d Street and Elm Avenue, Baltimore 11, Md.

Opinions expressed in the Gazette are those of the authors. They do not necessarily reflect the attitude of the Department of the Navy nor of Headquarters, United States Marine Corps.

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Marine Corps Gazette

Professional Magazine for United States Marines

Published by the Marine Corps Association in order to provide a forum for the expression of matters which will advance knowledge, interest and esprit in the Marine Corps.

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Published by the Marine Corps Association (a non-profit, unofficial organization)
Box 1844
Quantico, Va.
Regular members: US Marine officers, SNCOs (Reg, Res, Ret).
Associate members: loyal US citizens
Allied members: Officers of US allies.
Rates: 1-yr $4; 2-yr $7; 3-yr $9.50; foreign mail add $1.
Free Gazette Writer's Guide on request giving rates, style, procedures.

BLACK BOX MAGIC

FOR THE COMBAT MARINE

Stromberg-Carlson-San Diego, in cooperation with the U.S. Marine Corps, has developed a revolutionary new tactical communications concept that will instantaneously transmit intelligence from forward observers and present a simultaneous tactical display to command. Known as BASIC (Battle Area Surveillance and Integrated Communications), it works this way:

Forward observers are equipped with small, hand-held digital message generators on which reports are "set up" through a series of switches. After checking the accuracy of his message, the observer sends the entire message in a short burst over his standard field communications equipment. The burst transmission doesn't interfere with simultaneous voice communication over the same radio channel.

Back at the command post, surveillance information is instantly displayed on a tactical map and simultaneously presented on typewritten cards showing target identity, location and other important information. Data may be fed directly to tactical computers for artillery fire control.

The same techniques and equipment used for the Marine Corps' BASIC concept are readily adaptable to a multitude of other military and commercial communications and display systems. For information about how BASIC techniques can solve your problems, contact Stromberg-Carlson-San Diego, Dept. A-43, 1895 Hancock Street, San Diego 12, California. Telephone CYpress 8-8331.

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A DIVISION OF **GENERAL DYNAMICS CORPORATION**

MESSAGE CENTER

For letters of professional interest. Length: up to 250 words. Rates: up to $20.

How They Got Ashore

. . . I noted with concern the omissions of amphibian tractors in *Report From The Ready Forces* (GAZETTE: Apr '60). It is amazing how all those operations at Lejeune and abroad could have been conducted without the LVT. For the record:

Units of AmTracBn, Force Troops, FMFLant, were a part of each major training and landing exercise conducted by 2dMarDiv.

Lebanon, Vieques, Libya, Anzio Beach, Crete, Sardinia, Turkey, Spain and Chicago saw the LVT disgorge assault forces.

To land, to transport to inland objectives, and to support troops and artillery are missions of the AmTracBn.

Worthy of comment is the phrase included in subject Report about TRALEX 4-59: "Poor weather hindered air operations somewhat; troops went ashore through rough seas, wind, rain, and cold."

How did they get ashore? By LVT!

Needless to say, the LVT has a future, although many doubt this. When choppers can't fly and small boats broach in the surf, the way is still paved by the LVT.

Capt R. D. Buttolph
2dAmTracBn
Force Troops
Camp Lejeune, N. C.

Better Troop Training

. . . *Your Troops Want Better Training* by 2dLt Rider (GAZETTE: March '60) certainly deserved the Group IV award in the 1959 Essay Contest.

However, in his zeal to produce really tough Marines he indirectly, and probably unintentionally, slights the value of calisthenics. The test he proposes would, in fact, tell whether or not a Marine is combat ready.

It's too bad the article did not get at the heart of the problem: that no one form of sport or training activity will produce all-around fitness; time is a critical element; and the nation's foremost authorities on fitness produced a program that is 70 per cent more effective than any conditioning program designed before or since. Only a handful of combat veterans of WWII will remember WDP 21-9 of 1May '44.

With just 20 minutes weekly devoted to these calisthenics we have taken thousands of Reservists and brought them up to combat readiness in just three months.

LtCol W. P. J. Drakeley, Jr., USMCR
2005 Concord Pike
Wilmington, Dela.

. . . An excellent presentation on a vital subject. However, Lt Rider could use further training in geography. He urges that troops prepare for the day they come ashore at Vladivostok, Wonsan, or *Peking*. The last time I was in Peking (1947) that city was quite a distance from the scene of any possible amphibious operations. Unless, of course, the Marines were landing in row boats from the Dowager Empress' marble yacht in the lake at the Summer Palace.

Col E. S. Maloney
MCS, Quantico

. . . A very good article. A well done for some timely discussion material:

Let's not leave bootcamp alone, and let's do worry about it. Why? Because this is the start of a Marine's basic training. Both bootcamp and ITR training programs point to basic and advanced individual training. The major portion of all training comes from within the Marine's parent unit.

Theory without practice is empty. This is misleading. Perhaps without application, but certainly not practice. A man doesn't need practice in jabbing a surette of atropine in himself.

Theory can be picked up anywhere. This is a sophism. It can or it can't. The sooner a Marine has theory, the quicker and easier he can apply it. Don't knock theory. It has taken many years, lives, and trial and error to get a good working theory.

1stSgt H. C. Manion
MB, USNTC
Great Lakes, Ill.

Youth Fitness

. . . Marines have a golden opportunity for community activity through youth fitness.

President Eisenhower's Council on Youth Fitness recommends youth programs be more extensively developed. In March, the 1960 White House Conference on Children and Youth encouraged development of opportunities in every community for children to become productive and mature adults.

Civic and fraternal organizations are joining the established youth groups in sponsoring a variety of activities. In Sep '59, CMC encouraged cooperation between Marines and their local chapters of the US Junior Chamber of Commerce (Jaycees).

In every community, leadership is needed for improving youth programs. Leadership by Marines in these programs is a "natural." Marines here sponsored the Marine Corps Recruit Training Presentation Team from PISC, which demonstrated the use of physical training techniques. Eight hundred guests were inspired by the presentation.

Look around your own community and you will find many areas where you can assist with youth. Boy Scouts, YMCA and Park Commissions are a few. By helping youth programs Marines share in activities beyond the capabilities of their own facilities. They will be supporting the President and improving the health of young Americans.

Capt D. D. Chaplin
68th Rifle Co.
Camden, N. J.

R.S.V.P.

. . . Again I submit the recommendation that USMC adopt DPI's system (using *first initial,* middle initial and last name only) on all personnel correspondence, special and TAD orders, and unit diaries. This would save many man-hours per year in tracking down the *first name* of Marines which current SOP calls for using. This system would be equally effective, faster and not at all confusing since the determining factor is, and will continue to be, the Marine's service number.

My letter to the GAZETTE clearly stated that DPI-prepared rosters now contain *first initial,* middle initial and last name only. This simple statement of fact came out in the April MESSAGE CENTER as: "Data processing installations presently submit personnel rosters in this manner: last name, *first name,* (italics mine) middle initial."

GySgt F. W. Esposito
H&HS, MCAS
Cherry Point, N. C.

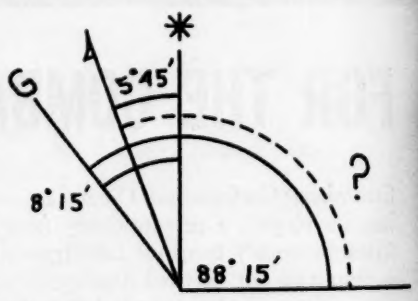
Ed: U. R. Right. I. M. Sorry.

Where Am I?

. . . Please read again Question #2 (CHALLENGE: March '60). THE SCHOOL SOLUTION (page 68) should be answer "c". Item: 8°15′ West (Grid) is west of 5°45′West (MAG). Otherwise, appreciate the new GAZETTE, as does wife.

1stLt C. M. Wogan
Beachwood Park
Capistrano Beach, Calif.

Ed: The question was: The magnetic declination of a map is 5°45′ West; the grid declination is 8°15′ West; the grid azimuth of a line on that map is 88°15′. What is the magnetic azimuth of that line? (a) 80°00′; (b) 85°45′; (c) 90°45′; (d) 94°00′. Extension School said this: Reader Wogan is wrong. Suggest he enroll in the Officer's Junior Course; Subcourse 5102 would clear up his error. See diagram.



Step 1. Draw dotted line to determine what is called for.

Step 2. 8°15′ minus *5°45′ is 2°30′, the G-M angle.*

Step 3. 88°15′ minus *2°30′ is 85°45′. The answer is (b).*

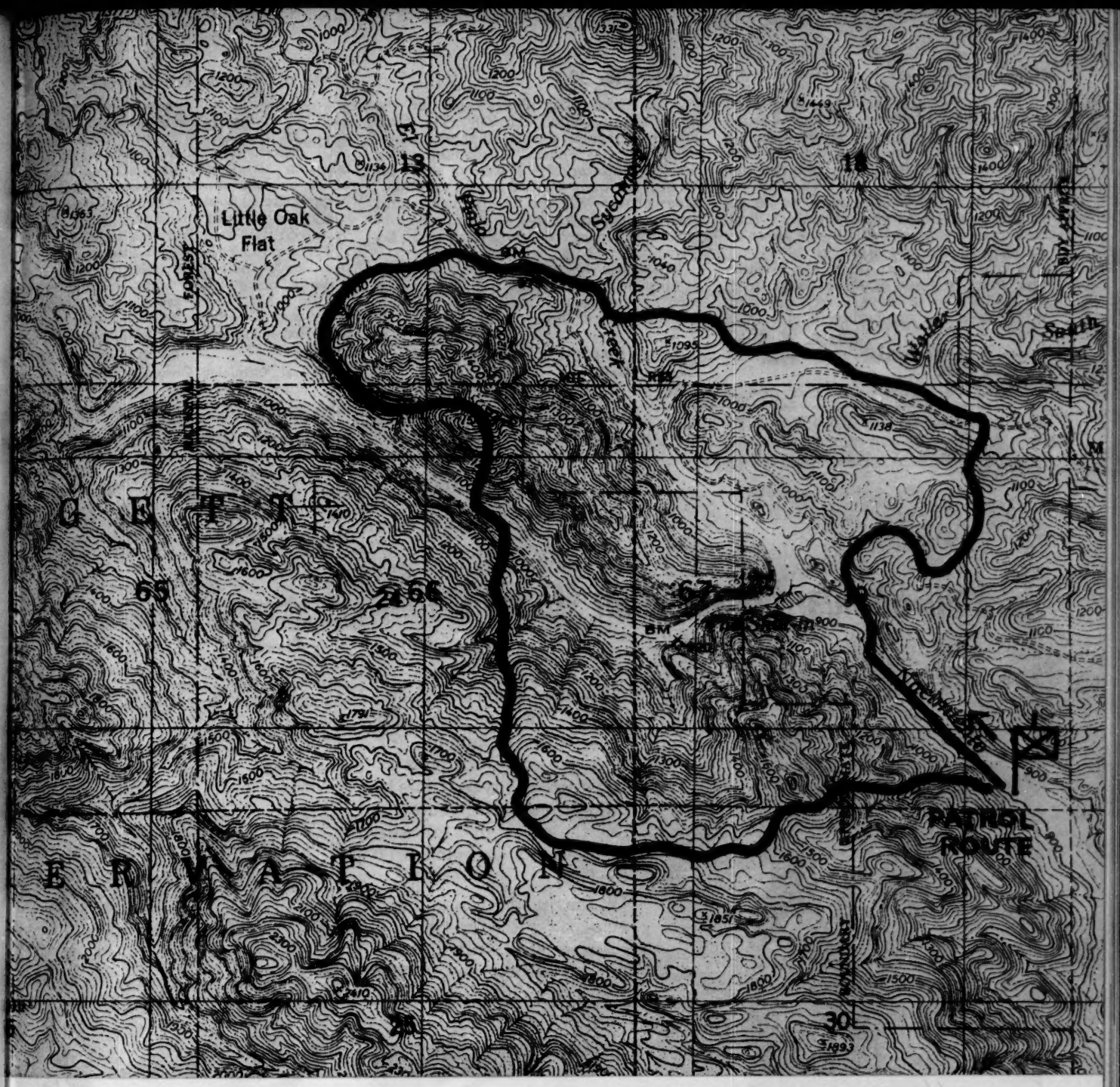
Name Dropper

. . . Under Troop News (MCA Newsletter: March '60) it was indicated that a new name was desired for squad "technique of fire" competition. I submit "Competitive Battlefield Assault Testing Course."

Marines' usual proclivity to reduce things to their simplest generic essence will pare this to "ComBAT Course" then simply to "combat course"—the ultimate payoff of all marksmanship training.

LtCol K. C. Greenough
1stMarDiv
CamPen, Calif.

(Continued on page 6)



10-hour patrol takes 10 minutes

A Company Commander's best vantage point is from the air—where he can cover the company's combat sector in minutes.

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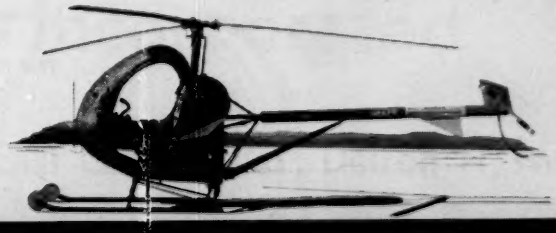

Under the Covers

. . . To be sure, the beret, so popular with the British, French and now Castro's troops, has utility. But a billed cover has the advantage of protecting the eyes from sun, rain and, in the jungle, branches and thorns.

The utility cover does seem to be approaching the looks of an engineer's (railroad) cap. No doubt this is due to an assortment of blocking styles.

A final analysis: get rid of the barracks-type cover in favor of the garrison cover; for field use or in shops, keep our present utility cover but standardize it.

1stLt R. W. Beason
Battery A, 1stMAAMBn
29 Palms, Calif.

Shooting for 30

. . . About MSgt Foster's *Go for the Maximum* (GAZETTE: Feb '60): The reenlistment program should emphasize counseling for "Old Timers." If something isn't done to *encourage* "19 & 6'ers to shoot for 30 we'll be losing a lot of needed knowhow. Many of these Marines have thought about early retirement for so long that they never seriously considered problems that lay ahead.

Experience cannot be replaced overnight. It must be phased in. Giving "elder statesmen" status to our older, knowledgeable Marines is good business.

Capt J. R. Aichele
1stSerBn, 1stMarDiv
CamPen, Calif.

Mode of Transportation: Feet

. . . An ideal training situation presents itself in sending new Marines from PI to Camp Lejeune's ITR. I say, "Walk 'em."

Of course, the 300-mile hike must be taken in easy stages; time allowed would hinge on how much training is desired. Night marches could be eased in time and energy with short helicopter lifts. Ten or fifteen days sounds about right.

Terrain along the way is just about perfect, lends itself very well to scores of training possibilities. Marines could put to use what they learned in bootcamp. They would have firm foundation for more advanced field work after joining the FMF.

CWO J. A. Witkoski
US Naval Retraining Command
NB, Portsmouth, N. H.

High Voltage

. . . Capt Harris' statement that MOS review is no one-man job is oh so true (OBSERVATION POST: March '60). It takes many heads. Many Marines seeing their MOS requirements in the manual would be shocked. Take note of Para 4, Sec I, Ch 6 in regards to recommendations. How about it? Look up yours and see how it fits your job.

Capt E. J. Hutle
I&I, 1stReconCo
Mobile, Ala.

May Flowers

. . . Noticed a pleasant improvement in your magazine during the past three months. Hope it continues. Please use more articles on reserves I so often see training weekends.

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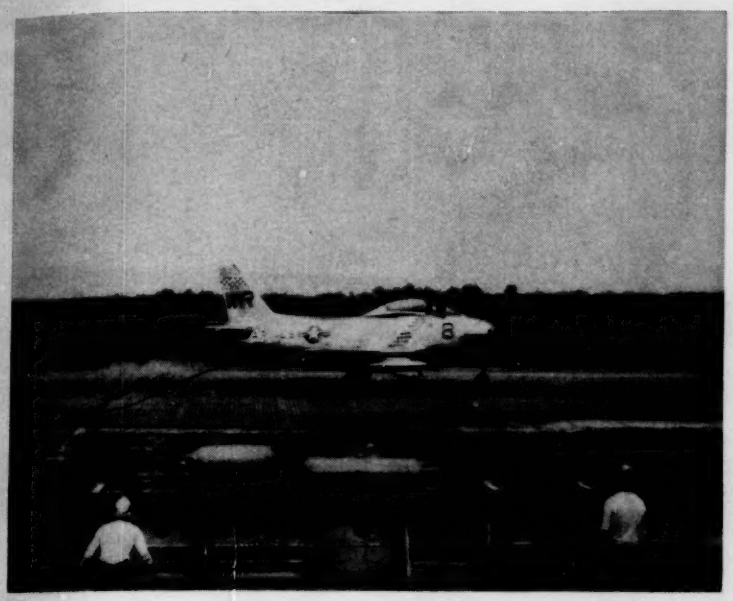

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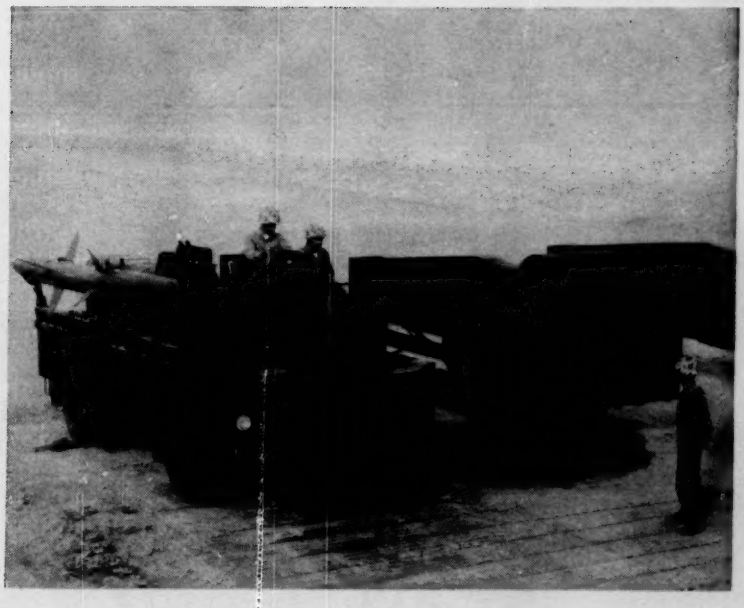

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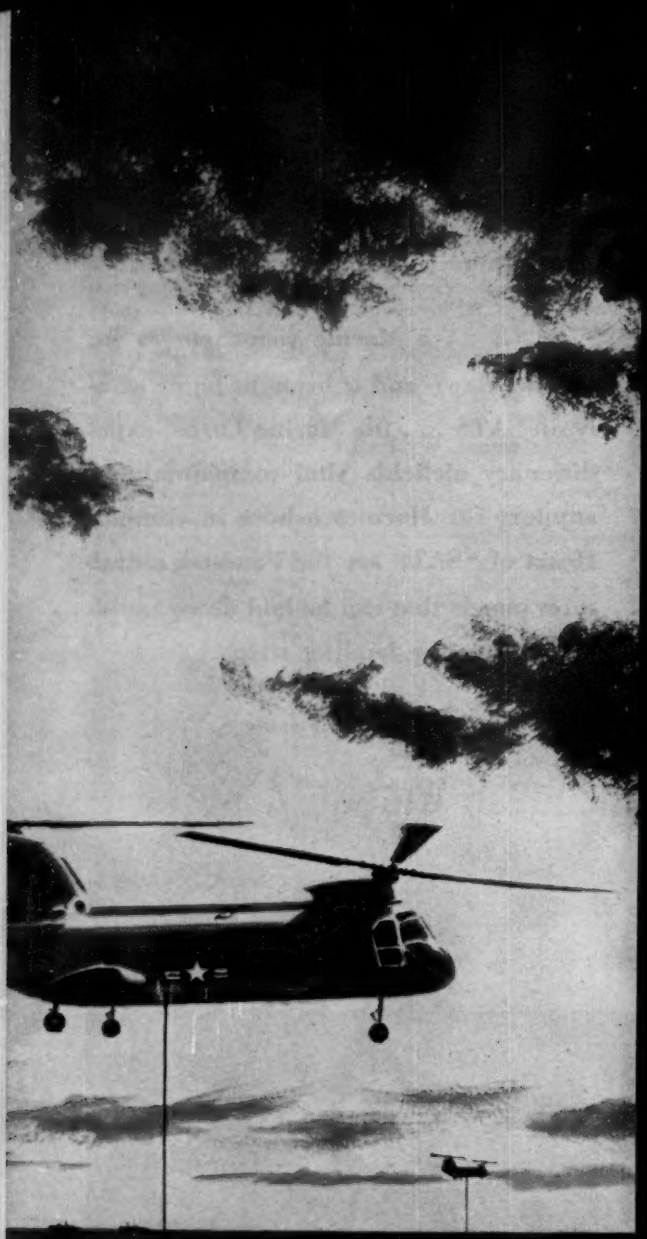

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VERTOL DIVISION
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MARINES 107

NUCLEAR RESTRAINT
A TWO-EDGED SWORD

Whether 'tis nobler in the mind to suffer
The slings and arrows of outrageous fortune,
Or to take arms against a sea of troubles,
And by opposing end them?
Hamlet, Act III

By Arnold Wolfers

NUCLEAR WEAPONS HAVE NEVER yet been used against an opponent who also had nuclear capabilities. Thus, we can only speculate what military actions the United States or the Soviet Union might take in times of crisis now that both sides have powerful strategic nuclear forces.

Although both major powers may seem to have no inhibitions in using these forces, powerful restraints operate against starting a two-way nuclear war. The future extent of these restraints cannot be predicted, but there could be adverse—even disastrous—consequences for any nation that failed to prepare for them. It is dangerous for a nation to overestimate the inhibitions that bind its enemy; it is equally unwise to underestimate the consequences of its own inhibitions.

To suggest "restraints" does not mean policy-makers are motivated by fear or cowardice. If the West rightly expects a credible threat of massive retaliation to deter Soviet leaders, surely it is not because it thinks these leaders are men beset with anxiety. Instead, deterrence—another word for imposed restraint—is based on expectation that the rational opponent will weigh the goals he hopes to achieve against the losses he risks in pursuing these goals. The greater the chance of self-destruction from enemy retaliation, the greater the pressures toward self-restraint, other things being equal. However, we cannot always realistically assume rational action—a sober weighing of gains against losses.

Two extreme but perhaps compatible theses about restraint under nuclear conditions have gained wide acceptance. The first holds that ample supplies of nuclear warheads and long-range carriers in both the United States and the Soviet Union make a war between them unthinkable. Both countries will realize, it is asserted, that to initiate such a war would be a deliberate act of national suicide. Subscribers to this thesis place unqualified reliance on the effectiveness of restraints prior to hostilities. The second thesis holds that if a Soviet-American nuclear war should occur, possibly by accident or miscalculation, nothing could prevent it from becoming a total war. Exponents maintain that all restraints must disappear as soon as the shooting starts or before it ceases. This second thesis will be reserved for later discussion.

Underlying Fallacy

The fallacy underlying the first thesis, in its sweeping formulation, is now widely recognized. The notion that nuclear duopoly automatically spells mutual deterrence (sometimes called a stable strategic stalemate) disregards the potential of a first-strike nuclear blow. To take the extreme case: If one party were confident that, by launching a first-strike surprise attack, it could "take out" the enemy's strategic force it would have no reason to fear enemy retaliation. There would be no prospect of self-punishment here to act as a restraint. Suppose a country, certain of its overwhelming first-strike advantage, did not initiate war. One could assume that it was acting under moral and political restraints sufficiently strong to offset the temptation of gaining or regaining a nuclear monopoly with little risk—and of eliminating thereby the threat of a future enemy strike, once and for all.

I shall not belabor the chances that either side in the Cold War may now have, or may attain, a reliable knock-out blow capacity. This "missile gap" problem has been thoroughly discussed. Conceivably, the United States did have such a capacity before the Soviet shift from manned bombers to missiles. The Soviet Union may be able, for a short period, to reach such a capacity if it decides to accelerate its ICBM build-up while the United States mostly depends on a highly vulnerable force of manned bombers or immobile missiles. Without underrating the danger, I shall assume in the following discussion that the United States, before a Soviet first strike, will act to preclude a Soviet knock-out blow. Presumably it will do so by shifting to hardened or mobile missile sites and by protecting its bombers against the threat of obliteration by a Soviet first strike.

If much of the retaliatory force is made secure, the knock-out blow will cease to be a practical course of action. Then a knock-out could come only from new technological breakthroughs or stupendous negligence by one country. Thus, the best hope of either side will be a high degree of "counterforce crippling capability." One must expect, moreover, that this capability will tend to decline over the years. The protection for respective retaliatory forces may outdistance the increase in first-strike counterforce capability. This trend may be true even if one or both parties should engage in extremely costly and provocative attempts to reverse it. In any case I shall assume, here, that the United States would have to expect increasing punishment from Soviet retaliation to any first strike against the Soviet strategic force.

Retaliation Must Be Credible

The Soviet Union may be restrained from attacking the American strategic force by the prospect of the devastation to the Soviet homeland that an attack would invoke from American massive retaliation. In fact, deterrence of a Soviet attack on the United States is based on the assumption that a credible threat of retaliation will inhibit and, if massive enough, prohibit any Soviet government from attacking. No one, as far as I know, has taken issue with this assumption. If the strategy has aroused criticism, it is because it appeared to treat impressive pre-hostilities first-strike capabilities as a substitute for dependable second-strike power. Only the latter can serve to deter a first-strike counterforce blow.

Retaliation As a Deterrent

The American people count heavily on the deterrent effect of the retaliatory threat. However, they may not see the inhibitions under which their own government might labor in the face of Soviet deterrent power. Some people disbelieve possible self-destruction could inhibit United States use of its strategic force. Is it not obvious, they ask, that the Soviet Union must expect the United States, if attacked, to retaliate with all its remaining striking power, no matter what the consequences or military utility of this response? And, they ask, is it not equally obvious by now that moral and political restraints, let alone military restraints, are enough to prevent the United States

Firing of Dummy Polaris.

from initiating war against the Soviet Union, or any other country?

With neither of these assertions need there be any quarrel; but they do not touch the main problem. The United States does not intend to start a nuclear war, preventively or otherwise. Its retaliation in kind against a Soviet counterforce strike we may assume as virtually automatic. But the United States does face an extremely serious problem of restraint in its intention to respond with strategic force to any substantial Sino-Soviet aggression overseas. This response would not initiate war —the other side would have done this. Nonetheless, it would make the United States the first to resort to strategic nuclear blows. This action—the first resort to strategic nuclear force—is one the United States and the Soviet Union will be more and more reluctant to take. As the anticipated second-strike capability of their respective opponent grows, so also does the degree of expected self-punishment.

Attack on US vs Attack on Allies

The distinction between US reactions to attack on the United States itself and to attacks on US overseas allies implies no difference in American concern for the interests affected. Instead, the difference is that the decision to start a Soviet-American nuclear war rests with the Soviet leaders if they attack the US—in the first case, with the US government, otherwise. In this second case strong restraints are bound to inhibit the first nuclear blow—a different situation from strategic retaliation to an enemy first-strike counterforce blow.

The Soviets would be ill-advised, however, to count heavily on the restraints, imposed by their counterdeterrent, upon the American response to substantial (even though nonnuclear) aggression in Eurasia. The American threat of strategic intervention might well prove more than a bluff, no matter how much self-punishment its execution would incur. A state in despair may act regardless of the consequences. As long as the United States has no other adequate way to defend its vital overseas interests, an attack on them might create just such a situation of despair. Under these conditions, the United States would face a choice between the two unmitigated evils: large-scale self-destruction or a humiliating defeat in Eurasia—a defeat that could gravely jeopardize its own future. It would be far preferable if the United States were able to avoid such a choice altogether. It is bad enough to rely on deterring your opponent through his doubts as to your own qualms. It is still worse to act from sheer desperation because you have failed to provide alternate —less self-punishing—ways to protect your interests.

Nuclear Threat Suicidal

Rising Soviet second-strike capabilities will diminish the deterrent and increase the suicidal effect of American nuclear threats. Therefore, other ways to protect American overseas interests should prove more and more appealing. The obvious alternative is to establish locally-deployed, non-strategic military forces to defend the overseas free nations without the active assistance of the US strategic forces.* But the prevailing view, in both the United States and in allied countries, is that such forces are neither possible nor desirable. Some hold it physically impossible for the Free World to match the Sino-Soviet bloc in military capabilities for land warfare. Others call it futile because they say a war involving the Soviets would inevitably become total. The second argument reflects the thesis that restraint in war will prove impossible under nuclear conditions.

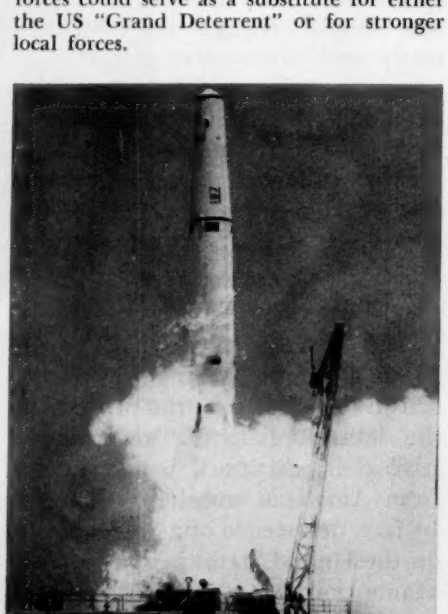
The notion of a physically insuperable Sino-Soviet superiority in land forces rests on shaky foundations. The Soviet Union, taken by itself, is clearly inferior to the West in man-power, industrial resources and in many of the skills required in war. Further, it is doubtful whether the well of Chinese manpower could be used in a European or Middle East war. In South East Asia and the Far East, Red China's numerical superiority cannot be overcome unless India joins the defenders of the Free World. However, the war in Korea proved that other factors can compensate for numbers.

Local Defense Inferior

The Free World's local defense capabilities on the Eurasian continent are now unmistakably inferior. This is likely to continue, though on a less forbidding scale, even if the Soviet Union cuts back its land forces. This inferiority must be attributed to political and psychological factors: in particular, the lack of incentives to make needed sacrifices to establish adequate local defense forces. That such incentives do not exist either in the United States or in allied countries is most clearly demonstrated by the trend in recent years toward reducing rather than building up NATO "Shield" forces – toward increased reliance on the American strategic nuclear "Sword." This came at a time, paradoxically, when the risks of such reliance were increasing. There are several reasons for this trend. None is more prominent, however, than the general conviction that efforts to substitute local forces for the "Grand Deterrent" would serve no useful purpose.

There is an idea that there can be no limit on weapons used in all but very unsubstantial Soviet-American military encounters. The idea applies particularly when, as in Europe, both parties would have a major stake in the outcome. The basis is the belief that one or both of the major powers will eventually prefer to intervene with their strategic forces rather than risk the losses they might suffer by persisting in a policy of force limitations.

*I cannot attempt within the framework of this discussion to explain why I do not believe that independent allied strategic forces could serve as a substitute for either the US "Grand Deterrent" or for stronger local forces.



Thor leaving launching pad.

Suppose the Soviets start a war without striking at the American strategic force. They presumably act on the assumption that limited aggression will not provoke US strategic reply. They will be trusting the counterdeterrent effect of their second-strike force. It seems likely, therefore, that it will not be the Soviets who begin the exchange of strategic blows during the course of such a war. After all, they will have *already* made the decision not to launch a first-strike surprise attack –at the outset when it would have been most effective. Of course, if the Sovets were pushed to the wall during the conflict, they might in desperation draw their nuclear sword. This suggests that demanding unconditional surrender of an opponent who still controls unexpended nuclear power would be suicidal.* In such a war, the substitute for total victory would be gains sufficiently limited not to provoke an irrational enemy to mutual devastation.

Key: Allied Forces Overseas

As far as the United States is concerned, the likelihood that it would begin an exchange of strategic nuclear blows would depend upon estimates made at the time. These must weigh the risks of such intervention against the moral, political and military dangers of non-intervention. The United States can avoid the choice between a strategic exchange or sacrifice of vital American interests only if American and allied forces deployed overseas can defend those interests without a US strategic strike.

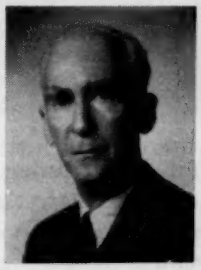
However, at least one deep-seated conviction will have to be shaken before the United States and its allies can be persuaded to devote new efforts to building up their non-strategic capabilities. It has been widely assumed that strategic intervention would be certain if any substantial American troops were involved or suffered reverses in a battle on the Eurasian mainland. This is the "trip wire" concept, popular in Europe, which suggests that an assault on American forces in Europe would automatically trigger the US strategic nuclear sword. Yet, unless the United States had robbed itself of all freedom of choice, such a response would be made only if, in a given instance, the United States preferred a Soviet-American nuclear war to the risks and hardships of a localized conflict.

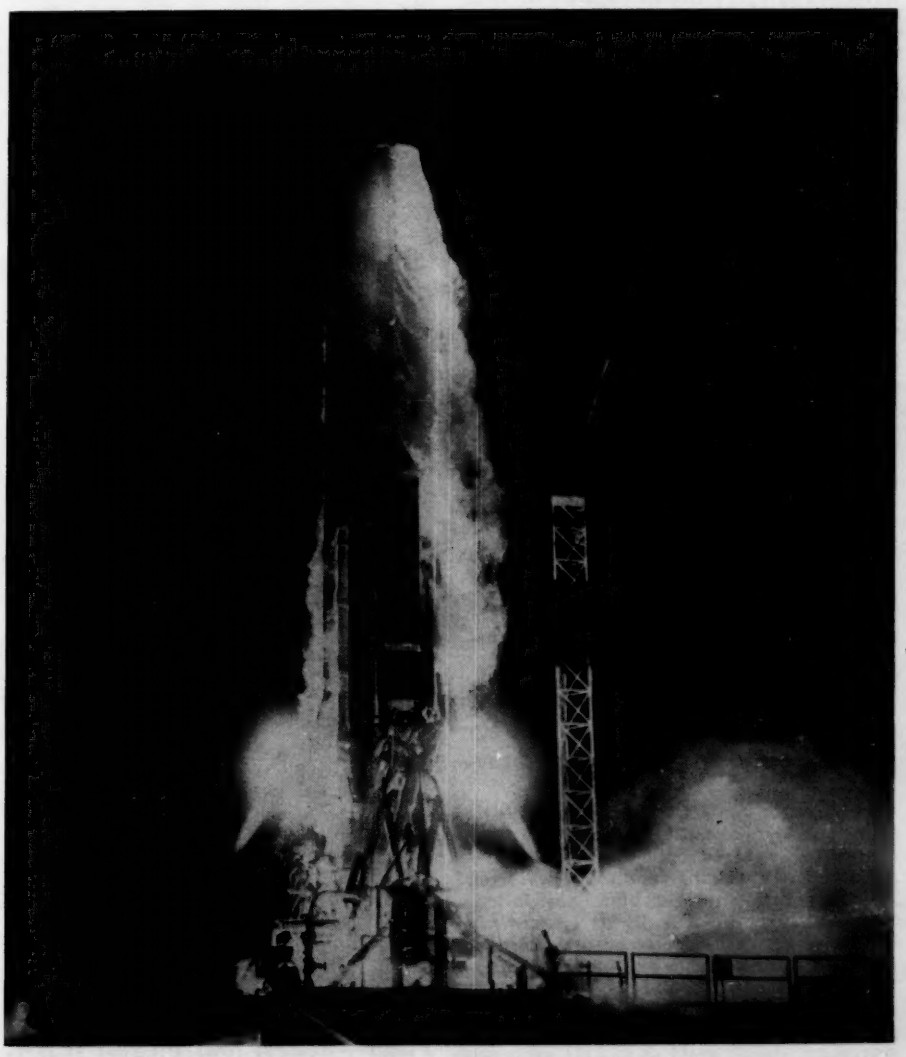
It might decide against a localized war, because of the strong general aversion to such a war. The specter of new "Koreas" on the Eurasian mainland is certainly appalling. But, with local defense forces that have a reasonable chance of avoiding defeat – if necessary, by trading space for time until reinforcements arrive – the losses and frustrations of such a localized war might appear trifling compared to the incalculable adverse effects of a two-way strategic nuclear war.

Renewed American interest in creating a more powerful shield for the free countries of Europe and Asia will not, however, be enough. It will

*If, in the spring of 1945, Hitler had possessed a score of ICBMs in his alleged Alpine redoubt, we may assume that he would have preferred to bring down the rest of the world with him than to have his country go down alone.

Dr Wolfers is the Director of Johns Hopkins Univ Washington Center of Foreign Policy Research. Before assuming his present position in 1957, he was professor of International Relations at Yale University for 24 years. He co-authored 'Alliance Policy in the Cold War" published last year (Passing in Review: Feb '60). He served with OSS and Office of the Provost Marshal General during WWII.





Atlas begins journey into orbit. Cape Canaveral, 18 December 1958.

avail little, unless America's allies share this interest and make the necessary sacrifices in its behalf. Before committing themselves to more powerful shield forces, these countries must first determine whether augmenting their local defenses will improve or undermine their overall security position. Such forces will undeniably reduce the deterrent value of the American threat of strategic intervention; the Russians will have less reason to fear the response of a desperate adversary. The added financial burden is another consideration.

Yet the alternative to these particular risks and burdens may represent an even greater evil for the allies. Reliance on the US "Grand Deterrent" was the ideal solution to their security problem as long as the threat of American strategic intervention was almost certain to deter Soviet attack. But, as the credibility of this threat declines, the odds and results of its failure to deter must be examined by these potential victims of aggression.

Press the Button

If the Soviets did attack, these countries would face one of two almost equally ominous predicaments. On the one hand, the United States might "press the button" and release the furies of a two-way strategic nuclear war.* Its allies could take comfort from this only if they hopefully assumed that the exchange of nuclear blows would literally pass over their heads. They would thus remain the nuclear sanctuaries. Alternatively, the United States might refrain from executing its threat of massive retaliation against the aggressor on the ground that the provocation was not great enough to warrant such self-punishing action. Then, the victim of the attack would suffer the consequences of over-reliance on the Grand Deterrent. He would lack the local forces now needed for protection against the enemy. He could suffer defeat. In the face of weak local defense forces, the aggressor would now be restrained only by his uncertainty as to how far he could extend his gains without finally provoking American strategic intervention.

If the overseas countries came to realize the two discouraging possibilities suggested by the present condition of the shield forces, one would expect them to look eagerly for a more promising solution to their security problem. Unfortunately, the only obvious alternative – the creation of American and allied local forces, strong enough to deter or repulse any attack the Soviets or Red Chinese might dare launch against them – has certain features that are also abhorrent to the potential "battlefield countries."

Titan—newest and biggest ICBM.

Along the Bamboo Curtain

First, no matter what efforts are made to strengthen the shield, it could offer no assurance of an impenetrable "Maginot Line" along the Iron and Bamboo Curtains. In the opening phases of a war, an enemy surprise attack might penetrate allied territory. It might in some areas – especially in Asia – push as far as the coastal regions and peninsulas. Here naval power could be brought fully into play. The American people are averse to the repetition of a "Korea," a war fought on foreign soil. It is not surprising therefore that allied peoples should regard with horror the type of war in which they risk the sequence of "occupation and subsequent liberation." This objection can be overcome only by a sober comparison between the evils expected, respectively, from reliance on US strategic intervention and reliance on local forces.

Protracted War

Second, allied efforts toward self-sustaining local defense forces are discouraged by the prospect that "tactical" nuclear weapons will be employed, even in a localized war. It is hard enough for a country to face up to the possibility of a protracted conventional war on its territory. Even surrender may seem preferable to a war fought with the kind of nuclear weapons now becoming available to the shield forces. While caution and self-restraint might guide the belligerents in the use of these weapons, such a war might still degenerate into a total war as far as the battlefield countries are concerned. Greater allied shield efforts may not be forthcoming, there-

*Whether a war initiated with a strategic strike would necessarily become truly total cannot be answered here. Conceivably, restraints may affect the conduct of war even after the first strategic blow has fallen. Rather than rushing madly or mechanically toward the extremity of mutual obliteration, the adversaries might observe limitations, for instance, in the choice of targets, or on the "dirtiness" of their weapons. The problem deserves special and careful consideration.

fore, unless increased conventional capabilities can provide the defenders with an alternative to the "tactical" use of nuclear weapons.

Choice of Evils

The term "tactical," as it is used in this context, should be defined. For purposes of clarification, a new definition will be proposed. Rather than distinguish between strategic and tactical nuclear war by reference to the range and yield of the weapons employed, I suggest that a distinction be made in terms of the territories involved. Thus, a nuclear war in which the territories of the United States and the Soviet Union remained outside the battlefield could be termed "tactical." A war would be considered "strategic" if it included targets within the area of the two powers possessing large strategic forces. The rationale for this distinction lies in the fact that employment of nuclear weapons limited to targets outside the United States and the Soviet Union would minimize the risk of triggering an all-out strategic nuclear war. For America's allies, however, such a war would have the demoralizing effect of permitting their major enemy and major ally the privileged position of nuclear sanctuaries. Meanwhile, they suffer intolerable destruction. This consideration, combined with the risks of their own virtual annihilation in a nuclear war on their territory, should be enough to prevent them from initiating the use of nuclear weapons.

Response in Kind

Yet, some writers contend that the pressure to do so would prove irresistible. It would be unprecedented in military history, they argue, for nations not to use their most powerful weapons in support of their fighting forces. This contention denies both historical experience and reason. A weapon is powerful not merely because it can destroy; it must also be able to promise net benefits to its user. Would the United States, for example, have dropped atomic bombs on Hiroshima and Nagasaki – the most destructive weapons man had possessed to that time – if it had been known that the Japanese could reciprocate by atomic bombardment of San Francisco and Los Angeles? In the case discussed here, the tactical resort to nuclear weapons against an enemy who can retaliate with the same weapons may spell disaster without military advantage. These grounds alone argue that America's allies should want local defense forces not bound to the tactical use of nuclear weapons. Obviously, because the attack itself might employ nuclear weapons, the defender must be able to respond in kind.

Fortunately for allied solidarity, the interests of the United States and its allies coincide on this issue. A tactical nuclear war, as here defined, would not immediately expose the United States to nuclear destruction. Still, the United States would have strong reasons to fear the war's eventual degeneration into a strategic nuclear war. Such a development might occur through inadvertent damage to targets on Soviet soil. This could trigger a Soviet retaliatory strike against the United States. An all-out strategic war might also result from tactical enemy attacks on American strategic force elements deployed on allied territories or in adjacent coastal waters. Such attacks might force the United States to launch a first-strike counterforce blow at the Soviet Union, since they might seriously threaten to reduce the American second-strike capabilities on which deterrence of a Soviet first strike on the United States depends.

Sino-Soviet Aggression

With an adequate and assured second-strike capability, then, the United States can hope to restrain the Soviet Union from an attack on the continental United States. At the same time, however, we must expect that the Soviets will be able similarly to restrain our willingness to use US strategic force in a first strike against the Soviet Union. The primary American deterrent against Sino-Soviet aggression in Eurasia has been the threat of such a strike. The establishment of local defense forces, strong enough to ward off defeat with conventional weapons, offers the possibility of avoiding a nuclear war. But, American reliance on nuclear deterrence has led to neglect of such a conventional shield. Thus, aggression in Eurasia, defying the American threat of strategic intervention, would now force the United States to make an agonizing choice between evils – evils that would be incomparably greater than the sacrifices necessary for strengthened conventional capabilities or the risks and losses of conventional war.

USMC

★ ★ ★ ★

They're Coming in the Windows

DURING A TOUR AS OFFICER OF THE day at Quantico, the OD was centered among:

1) A 6-foot, 2-inch Marine who was swearing, "Nobody can lock *me* up!"

2) A radio blaring about an accident involving a semi-trailer and a pedestrian off post; another concerning a horse and a car on post.

3) The alarm for the security vault ringing due to a short in the line.

4) The clattering of pistols of MPs changing the watch.

All noise and movement halted when the Sergeant of the Guard jumped to his feet and shouted, "Count the property!"

Capt R. E. Harris

Unification

LIFE AROUND THE PENTAGON was full of surprises in the days of SecDef Louis Johnson.

A Marine captain stationed at HQMC awoke one spring morning to find himself unified. He reported to the senior Marine colonel in the section, who drew him into a Pentagon corridor and briefed him, in full, as follows:

"Nobody knows what's going on. Just look out for the so-and-so's with black ties."

Anonymous ($15.00 to Navy Relief)

NEW HORIZONS IN WEAPONS

By BGen G. O. Van Orden, USMC (Ret)

Left: 11-shot Dardick. Above: 15-shot Dardick w/interchangeable .22 cal barrel. Right: single-column magazine (11 and 15-shot).

NEARLY EVERY DAY WE HEAR OF SOME NEW TECHNOlogical breakthrough in the glamour weapons—rockets and missiles. We hear little of real progress in the common weapons with which Marines must fight. Indeed, as Melvin M. Johnson pointed out recently in *Two Rounds: One General, One Horse* (GAZETTE: Aug. '59), there's been little progress in half a century.

But I predict that a new day is at hand. In hand, in fact, is a revolutionary new hand gun shooting triangular cartridges from an *open* chamber. This breakthrough—potentially as important as the development of a workable breech-loader—is only the beginning. Successful adaptation to larger calibers can offer a whole new family of light-weight weapons exactly suited to the concept of the Marine force-in-readiness. Here are just a few:

1) Handguns loaded with 200 to 500 percent more ammunition, capable of switching barrels in seconds to become a rifle.

2) Machine guns with greatly improved cyclic rate of fire, nearly impossible to jam.

3) Hand-carried, shoulder-fired rocket launchers with little recoil and with NO backblast.

4) Hopper-fed, rapid-firing rocket launchers.

5) Long-range artillery firing from light mounts, with a selection of mortar, howitzer, or gun trajectories and a very high rate of fire.

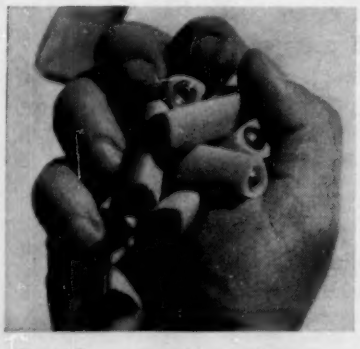
To see what this weapons breakthrough is and how it works, let's review quickly the history of weapons. The armorers of 400 years ago knew that the sequence of firing a muzzle loader was unsatisfactory. The ramrod had to travel the length of the bore six times: load the charge, withdraw, load the projectile, withdraw, swab out, withdraw. The answer was obviously a breech loader, but it was barely 100 years ago that mechanical skills caught up with mechanical thinking. The big problem was gas leakage and a quick breech closure. Then, in quick succession came the primer, the expanding brass cartridge case, the DeBange gas check for big guns, the interrupted-screw breech block and the lug-locking bolt. We then had a revolutionary new family of weapons—and we still have this basic family.

It was a fine family, more efficient than the muzzle loaders. To load and fire all you have to do is:

- Rotate and withdraw from a chambered breech a breech block or bolt.
- Position a cased cartridge and primer in rear of the chamber.
- Push the round forward and seat it in the chamber.
- Push forward, rotate and lock the breech mechanism.
- Fire.

Then there is the sequence of unlocking, extraction, ejection. All of these sequences, these reciprocating motions, take time. The whole system requires complex machinery and critically tight-fitting parts, all possible sources of malfunctions.

Over 80 years ago the Spaniards saw that the answer to saving time, or reducing malfunctions, lay in an



Fortiflex cartridges improve ballistics of Dardick handgun.

Dardick "TROUND" Ammo

Inserting basic mechanism into rifle stock converts handgun into lightweight rifle.

open, or split chamber—something like a clam shell that could open its jaws, grab a round, and fire. The idea was simple—like the breech loader—but no one could make it work. The cartridge always split. The problem became one of those engineering classics. No one said it was impossible, they just couldn't find the answer.

Then one night a young ordnance engineer, David Dardick, was working for practice some problems in old text books. In a 40-year-old Cooper Union Physics text he found this:

"A non-circular tube subjected to internal pressure tends to become round before it ruptures."

This was the answer: the shape of the case. Cylindrical cases just couldn't take the irregular give of a split chamber. But a *triangular* case can; in fact, it can hold together in an open chamber. You need only lay it in on a V-shaped platform and hold it down with a strap across the top. This is the Triangular Round—the "TROUND" for short. Here was the answer to the problem of complicated breech closures. A really rapid-firing weapon could be developed if the gas could be properly sealed.

Handgun's open cylinder rotates clockwise.

The answer to this was the same as the answer to breech-loading: use an expanding case. For the closed-chamber breech-loader the material was brass, and nothing else works really as well. For an open chamber without the need to extract, the material could be softer—aluminum or even plastic. The most promising material appears to be the Celanese plastic Fortiflex.

Use of a very plastic-elastic case eliminated the two arms bugaboos of chambering and headspace adjustment. In a closed chamber a brass case must expand transversely—outwards—and seal, or obturate, the charge: it must not expand longitudinally. If it is too short, the extra headspace will let gas escape and usually wreck the piece. If it is too long, the breech can't close. That is why the case must be tightly held by a closely machined chamber. The open-chamber principle means just that, the projectile and case lie behind the beginning of the bore. The open-chamber case should, and with Fortiflex does, expand longitudinally. You get a better seal that way. The convenient way to handle the projectile is to simply enclose it in a cylindrical recess inside the case. It fastens with a simple circular ring which snap-fits into a groove, or cannelure, near the base of the bullet. To repeat, the whole bullet is enclosed. Now we are dealing only with plastic triangular cases for loading—loading without reciprocation, with a reduction of mechanical parts. This speeds up loading and firing, and reduces the chances for failures. As to sealing of gas, the system is better than a breech loader. It develops higher velocities with lower peak pressures from equivalent powder charges, and the pressures are more uniform, helping accuracy.

This is the breakthrough. The weapon is not just on the drawing board or in feasibility tests. It exists in the Dardick handgun. The same weapon can change barrels to become a different caliber or to go from "pistol" to rifle.

Here are some significant advantages I see in this system, with obvious application to the larger-caliber weapons discussed before:

1) *Lighter weight* and superior performance from removal of heavy, complex parts.

2) *Faster and more reliable loading* from use of longitudinally-expanding, "loose-fit" TROUNDS moving in one plane rather than by reciprocation.

3) *Faster firing* from eliminating chamber insertion and extraction and complicated breech closure; this permits use of hoppers, magazines, or endless belts, as required.

4) *Changeable barrels*—in length or caliber—from elimination of critical headspace and chamber pressures.

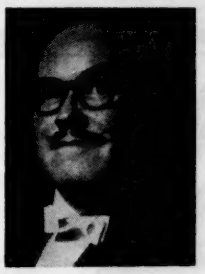
5) *Selective loading* from flexible cases with wider pressure limits.

6) *More accuracy and less apparent kick* from a plastic case with an elastic gas seal which allows slower buildup and more uniform pressures.

7) *No "cook-off"* from cooler chambers as a result of low thermal conductivity of plastic.

I could go on. For instance, the triangular case and the slippery surface of Fortiflex plastic combine to lessen jams. The elastic plastic eliminates the need for the expensive striker hole bushing. In hand guns, TROUNDS can be reloaded over and over. A split one can be sealed with cellophane tape and fired. In ammunition we save both weight and space, and a critical metal—brass.

Yes, I am enthusiastic about this breakthrough in small arms. After 100 years, any new principle in a handgun is welcome news. But it is not just the new handgun we have now that I commend to your attention. We see, if we will look, a whole new horizon in weapons. Lighter, more reliable, faster-loading, faster-firing weapons for the Marine division can be had. All that is needed is a requirement and a determination to see the problem through. I believe that the requirement exists. USMC



BGen Van Orden retired from the Marine Corps in 1949. While on active duty he served as Ordnance Officer, later as Deputy President of MCEB, and was Dir of the Marine Corps Ordnance School. He earned the Navy Cross with the 3d Marines on Bougainville. Since his retirement he has kept his interest in ordnance as President of Evaluators, Ltd, a gun distributor. He is consulting engineer for Dardick Corporation.

GOOD HEAD

IS THIS TRIP NECESSARY?

The Thinking Tiger bestows his highest accolade "Good Head" for ideas that make good Marine pilots better. Send ideas c/o GAZETTE.

NOBODY EXPECTED TO SEE PHIL DELONG at Happy Hour with a smile like that. At least not since he started going to Senior School. But there he was, smiling like the day that he and Harold Daigh bagged two YAKs each with their bomb-laden Corsairs.

When I asked him if he had advance orders for El Toro, he said, "No, I am happy because I probably saved my life this afternoon." He explained: "Today was the end of a real hard week, and I'd looked forward to going on that cross-country flight. I had a real good co-pilot, a complete flight log and a thermos of hot coffee. The weather wasn't the best, with two miles and a thousand feet, but it shouldn't have been much of a problem. Just as we were going out to the SNB the Operations Officer told us that we must return the airplane by 0800 tomorrow. We walked out to the airplane, and started making the pre-flight inspection. While we were checking the Beech, I got to thinking about some of the problems we would have during the next few hours.

"The round trip flight would require at least seven flight hours. It would take an hour and a half or so to refuel and refile. An additional half hour here and another half hour might be used while waiting for ATC clearances. Seven, eight, nine, nine-and-a-half hours. It didn't really seem very far, just three-and-a-half flight hours to our destination. After I started counting all of the other time delays which were involved, and that we must return by 0800 tomorrow, I decided to cancel the flight."

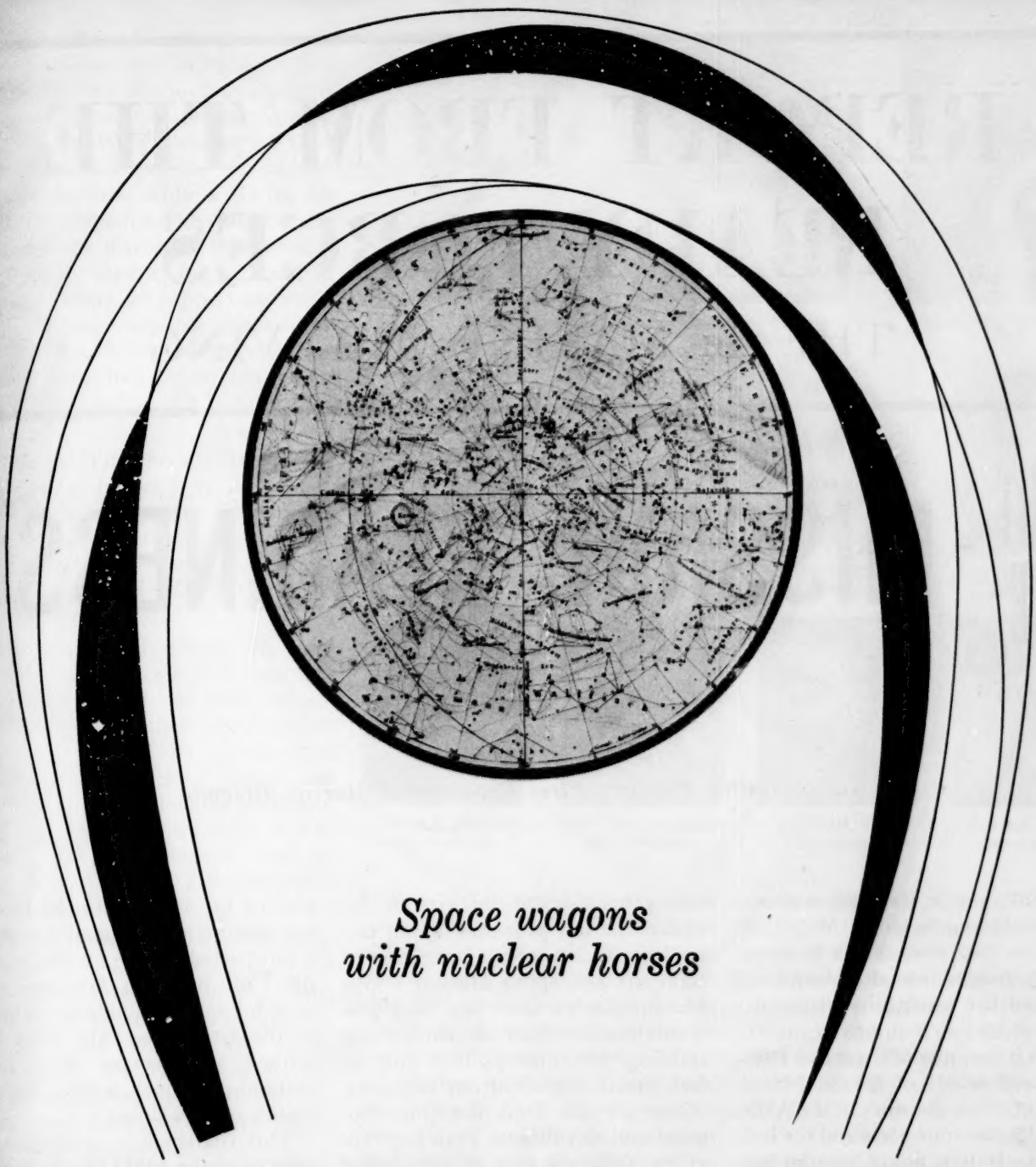
"This doesn't sound like the Tiger DeLong I used to know," I ventured. "I know," he said as he pensively tapped the bar, "years ago we could stay up all hours, fly all day and still feel like Tigers. Unfortunately, for a lot of us today, so many of those good-old-days have passed that we have lost a bit of our stamina. Several years of flying desks doesn't necessarily improve the old physique, nor does it do very much for the cardio-vascular system."

I couldn't resist. I had to ask, "Shall I call the duty mortician?"

"No, it isn't that bad. It's just that after several years of flying desks, you have to pay a bit more attention to your physical limitations. For example, when I find myself in a situation like the one today, I ask myself: Is this trip really necessary? I also question whether or not all aspects of the proposed flight are practical for my current level of proficiency and within safe physical bounds. In other words, if I feel that I am going to extend myself physically, and I consider that the flight isn't really necessary, I tie the airplane down and seek solace with some companions of good cheer."

"What of the old attitude of anywhere, anytime or anyplace," I interrupted. Phil gave me a cutting glance and continued: "The real professional aviator is the kind that has been flying long enough to know all of his limitations, as well as those of the airplane he is flying. It is not enough to merely understand these facts. The pilot must have the fortitude to make logical decisions, even if they are unpopular or inconvenient."

I was about to ask Phil what he thought we should do with overtrained pilots, but Earl Crow started telling him some story about Beatniks in Church. The joke was lost in diffusion with other conversations, but I couldn't help thinking that Phil DeLong knows how to fly a desk just as well as he knows how to fly a Corsair. Also—Phil will long be a living example of how to be a real professional Marine Corps Aviator. USMC



Space wagons with nuclear horses

Space exploration will really come of age when manned rockets can leave earth, accomplish their missions and return without disposing of parts of themselves en route. This breakthrough depends on the rapid development of both nuclear rocket engines and the space vehicles capable of using them. Douglas is putting forth a major research effort in the area of manned nuclear ships. Every environmental, propulsion, guidance and structural problem is being thoroughly explored. Results are so promising that even if the nuclear engine breakthrough comes within the next five years, Douglas will be ready to produce the vehicles that will have the ability to utilize this tremendous new source of space power! The wide experience of Douglas in producing large aircraft and rocket systems has given it unmatched capabilities in the missile and space fields.

Elmer Wheaton, Engineering Vice President, Missiles and Space Systems, goes over new space objectives that will be made possible by nuclear propulsion with Arthur E. Raymond, Senior Engineering Vice President of DOUGLAS

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REPORT FROM THE READY FORCES

THE 3d MARINE AIR WING

PART ONE MISSION: READINESS

By Maj W. E. Sullivan, Jr.

Next Month's Report: First Provisional Marine Brigade

THE EARLY MORNING SUN WAS just beginning to light MCAS, El Toro, as two sleek F8Us took the runway, blasted into afterburner and shattered the tranquility of the day before it had a chance to begin.

This is the story of these two F8Us, these and others of the 3d Marine Air Wing. It is the story of the A4Ds, the F4Ds, the transports and the helicopters. It is a report on the missions, tasks and capabilities of the 3dMAW, commanded by MajGen Carson A. Roberts.

Before discussing the mission and tasks of the Wing itself, realize that the Wing receives guidance from the senior echelon, Aircraft, Fleet Marine Force Pacific. Before going into any details, let's review the mission of AirFMFPac:

Provide for the maximum effectiveness of assigned aviation units in the execution of air operations in support of the Fleet Marine Force.

While this mission has not changed, many other things have. Over the past four years there have been radical and far reaching changes in FMF aviation. The second generation of jet aircraft replaced the last propellor-driven tactical aircraft. A second generation of transport helicopters lifts our troops and equipment. Two new basic programs now dominate and control our training, personnel policies and, in fact, practically all of our activities. These are the Unit Rotation Program and the Phased Training Program. Both are now in their third year.

Under the Phased Training Program, all FMF squadrons go through recurring cycles of training rather than remaining at a more or less steady level of proficiency. The cycles consist of three phases. The third comprises full combat readiness and is intended to last for a year or more. The first two train the individual pilot and the unit. Briefly, here's what it amounts to:

- An introduction of the pilot to the aircraft. This continues until the pilot is thoroughly familiar with the flight characteristics of the plane.
- Secondly, training the pilot in the weapons system of the aircraft until he acquires proficiency in employing his weapons in the location and destruction of enemy targets.

Greatest challenge for the Wing is the Unit Rotation Program. This calls for entire squadrons to report to the 1st Marine Air Wing fully trained and remain there intact, without personnel changes, for a 15-month tour of duty.

This challenge is implicit in the mission of the 3dMAW which reads:

Provde for the effectiveness of assigned groups and attached units in the execution of air operations in support of the Fleet Marine Force.

The program now includes rotating attack, fighter, helicopter, reconnaissance and air control squadrons.

The jobs, or tasks, derived from this mission break down into three categories.

1) Providing trained squadrons for rotational deployment to the 1st MAW. 2) Supporting Fleet Marine Force units as directed by CG, FMF Pac. 3) Maintaining combat readiness.

To carry out these tasks, the Wing relies upon its five Marine Aircraft Groups.

Marine Wing Headquarters Group 3, commanded by Col Hensley Williams, has the headquarters administrative elements and air control units of the Wing. Marine Air Control Squadrons provide air defense control facilities, while a Marine Air Support Squadron establishes and operates the direct air support center and air support radar teams for control of close air support and other direct troop support operations. Within the Headquarters Squadron are the personnel and equipment for the Wing Tactical Air Control Center.

Marine Wing Service Group 37, commanded by Col J. W. Burkhardt, provides heavy maintenance and 60 days supply for all attached units of the Wing. The Wing's fixed transport squadron, VMR-352, is also attached to this group.

Marine Aircraft Group 15, commanded by Col Royce Coln, contains all-weather fighter and attack squadrons. The all-weather squadrons are equipped with F4Ds armed with rockets and missiles. VMA-211 and VMA-311 operate Douglas A4Ds, and VMA-223 is equipped with North American FJ-4Bs. Both of these attack aircraft deliver a wide variety of ordnance.

Marine Aircraft Group 33, commanded by Col Harry Hooper, is the day fighter group flying the supersonic F8U Crusader. The tactical squadrons are equipped with air-to-air missiles. The Composite Reconnaissance Squadron, VMCJ-3, operates both F3D and F8U-1P photo reconnaissance aircraft.

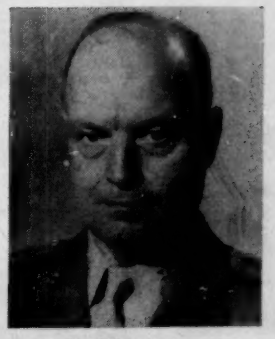
Marine Aircraft Group 36, commanded by Col A. T. Barnum, is the helicopter group composed of two light transport squadrons, one helicopter reconnaissance squadron, and one medium transport squadron. The two light transport squadrons operate 24 HUS each. The reconnaissance squadron has 12 HRS and 12 HOK helicopters. The medium transport squadron is equipped with 18 HR2S.

With this lineup in mind, let's take a look at some of the major training and significant events over the past year. These include such operations as TWIN PEAKS, TOP GUN and quarterly deployments.

Exercise TWIN PEAKS, 13 April-5 June, was designed to test and develop certain specific facets of amphibious warfare. In addition to unit training, it was designed to provide individual training for the Marine and seaman in the service for only a short period of time.

Col J.P. Dobbin
AWC

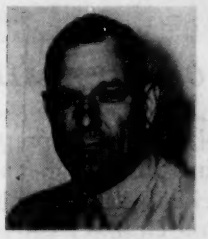
MajGen C.A. Roberts
CG 3dMAW



Col R.M. Huizenga
C/S

LtCol S.A. Smith
ACofS G-1

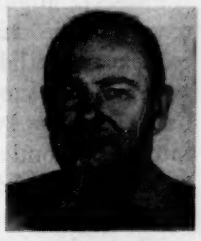
LtCol J.F. Quilty
ACofS G-2



Col W.B. Clasen
ACofS G-3

Col V.H. Hudgins
ACofS G-4

Col H.B. Hooper
CO MAG-33



Col J.W. Burkhardt
CO MWSG-37

Col R.W. Coln
CO MAG-15

Col A.T. Barnum
CO MAG-16

Planning staffs gained additional experience in dealing with complexities of an amphibious operation. Perhaps the term "airphibious" or "triphibious" might be more accurate in view of the extensive air operations.

For example, MAG-36 working with ten HRS, nine HR2S and 24 HUS aircraft gave the 1st Division all the troop lift training that two regimental landing teams could absorb. In fact, the HUS helicopter squadron was released early. During this major exercise, the helicopters flew over 1,000 hours.

The attack and fighter groups, while committed to a lesser extent than the helicopters, flew more than 600 attack and fighter sorties in support of FMF exercises and training during the past year. In addition to these flights, and fixed wing transports engaged in 337 flights for aerial delivery of supplies and airlift of ground Marines.

A partial list of other exercises involving coordinated planning between Division, Wing, Force Troops and Navy staffs included:

PHIBLEX 12-59 . . . a brigade size RLT/MAG exercise in 1959.

PHIBLEX 14-59 . . . comprising two separate BLT-size Helilexes.

PHIBLEX 1-60 . . . a combat supply exercise extension of TWIN PEAKS.

PHIBLEX 5-60 . . . a helicopter squadron and a direct Air Support center participated in landings with the Brigade in Hawaii.

PHIBLEX 7-60 . . . OPERATION DOUBLE-UP was a RLT and helicopter exercise with one HUS squadron augmented by four HR2S from another unit.

Support of these exercises coupled with separate non-amphibious exercises such as air defense, support of the Division reconnaissance battalion and day-to-day training makes the Wing proud of the external support provided.

While the Camp Pendleton exer-

One of VMA-311's A4D-2 Skyhawks

cises were taking place last fall, preparations were being made for another type of exercise in Yuma. This was OPERATION TOP GUN.

The annual Navy-Marine Corps air weapons meet drew weapon teams from all over the country. The 3d Wing was represented by VMF (AW)-513 in the all weather fighter category and VMA-311 in the attack category.

Since the business of providing trained squadrons for rotational deployment to the 1stMAW is the primary task, let's take a look at how this is accomplished.

Each squadron starts from scratch. When a squadron is returned to the 3d Wing, all that arrives is a cadre of a lieutenant, a few corporals and a box of records. Personnel are assigned and a new squadron is reborn. With the influx of new pilots from the Training Command and the assignment of more senior pilots fresh from a tour of staff work, the facilities of the Training Squadron (VMT) are utilized. Formerly commanded by LtCol Fred Gilhuly and now by Maj Jack Kelly, this squadron provides a jet refresher and jet instrument courses for pilots. This assignment is generally made before the pilot goes to a tactical squadron.

This is usually followed by schooling on the particular aircraft the squadron will get. While pilots learn flight characteristics and emergency procedures, mechs and ordnance men learn changes in this second generation of jets and helicopters presently assigned to the Wing.

After initial schooling, flight operations begins with Phase 1 of the flight syllabus. This is the toddling stage or get-acquainted period. The pilot becomes familiar with the flight characteristics of the aircraft while doing formation work, instrument missions, acrobatics and other flights designed to prepare him for Phase II.

Phase II might well be termed the payoff. The aircraft represents a combat potential, but it takes trained personnel to convert this into combat readiness. When the unit moves into the second phase the aircraft is used for its designed purpose. It then becomes a weapon of destruction.

Through air-to-air gunnery and missiles, air-to-ground bombing, rocketry and special weapons work, the aircraft becomes a fighter or attack aircraft. The pilot and the men who work on it learn its weapons system.

The helicopter group (MAG-36), progresses from the familiarization to the tactical phase in similar fashion while improving airlift and vertical envelopment techniques.

Mobility of the squadrons is fashioned during this growing period by many deployments to outlying fields.

El Toro handles a heavy volume of high performance aircraft in an area where the airspace is filled with dense civil air traffic. Because of the heavy traffic of the Los Angeles area and its populated areas, which prohibit weapons work, the squadrons turn to outlying desert airfields.

Extensive use is made of MCAAS, Yuma, Ariz., 165 miles southeast of El Toro; NAF, China Lake, Calif., 115 miles to the north; and NAS, Fallon, Nev., 350 miles north of El Toro.

Entire squadrons are sent to these bases with all equipment and personnel for periods of two weeks or more. In the first quarter of this fiscal year, 17 squadrons deployed to one of these outlying bases. Among them were attack, all-weather fighter, day fighter, helicopter, photo and support squadrons.

In the second quarter, 15 squadrons were deployed. During these periods, there are more aircraft available. There's a measurable increase in hours flown compared to a similar period at El Toro.

Squadrons are constantly rotating between the desert and training at home.

Without these desert bases and their instrumented weapons ranges, certain aspects of tactical training would be impossible. The training mission could not be accomplished.

Add to these deployments the trips aboard carriers for qualification, for maneuvers and operational exercises with the 1st Division and it is easy to see these outfits can move as effortlessly as a travelling salesman.

From a box of records and a squadron number grows a fully combat ready squadron seasoned with regular deployments to the desert, commitments in operations with the 1st Division. Imbued with great pride it has confidence in its ability to perform with the 1st MAW in the Far East.

During the past year this Wing has sent squadrons of all types to the 1st Wing. These included helicopter, photo reconnaissance, day fighter, air support, all-weather fighter and attack squadrons.

This year, the Wing will continue to provide fully combat ready units to the 1st MAW. It will significantly raise the combat readiness of the non-deployed units. In addition, it will provide a higher level of air support for the 1st Marine Division. This will lead to the perfection of close air support as well as refining the vertical assault doctrine.

The jet squadrons to be deployed will be the best ever to leave the Wing. They will have completed a higher percentage of their syllabus than any other outfits. The helicopter squadrons in Marine Air Group-36 have operated from the desert, from a carrier deck and even from a surfaced submarine under way!

Whatever the future needs of our nation's defense effort may be, it is certain that the 3d Wing will be ready to meet the challenge. USMC

REPORT FROM THE READY FORCES

PART TWO PROGRAMS TO IMPROVE READINESS

By Maj Walter E. Sullivan, Jr.

FROM THE SUN-DRENCHED DECK of the *USS Princeton* laying off Hawaii, from the rolling pitching platform on the submarine *USS Perch* off Oceanside to the lonely, dark runways at El Toro during the night, Marines and equipment moved quickly in programs to improve the combat readiness of the 3d Marine Aircraft Wing. Programs go beyond mere flight operations. Much preparation is involved. This includes schooling personnel, technical and administrative, holding intelligence exercises and improving logistical support techniques.

As the complexities of modern aircraft increase, so do requirements for schooling. Transforming millions of dollars of aircraft from combat potential to combat readiness takes trained personnel, to fly, maintain and support it.

This training is as varied as the members of the squadron. Skills are required in administration, intelligence, engineering, ordnance and logistics, to mention only a few. While on-the-job training remains important, time schedules and deployment dates make it imperative that personnel be trained as quickly as possible.

Every deploying squadron must have a trained Embarkation Team responsible for packing, loading and transporting supply and equipment essential to squadron operations.

Another time and money saver is the MOFT or Mobile Operational Flight Trainer. Transported in a huge moving van, the trainer simulates actual flight in our operational aircraft. Thus the pilot learns valuable lessons without leaving the ground. Working in conjunction with this is the Naval Air Mobile Training Unit (NAMO). This school teaches pilots and troops the technical aspects of the particular aircraft in their parent unit.

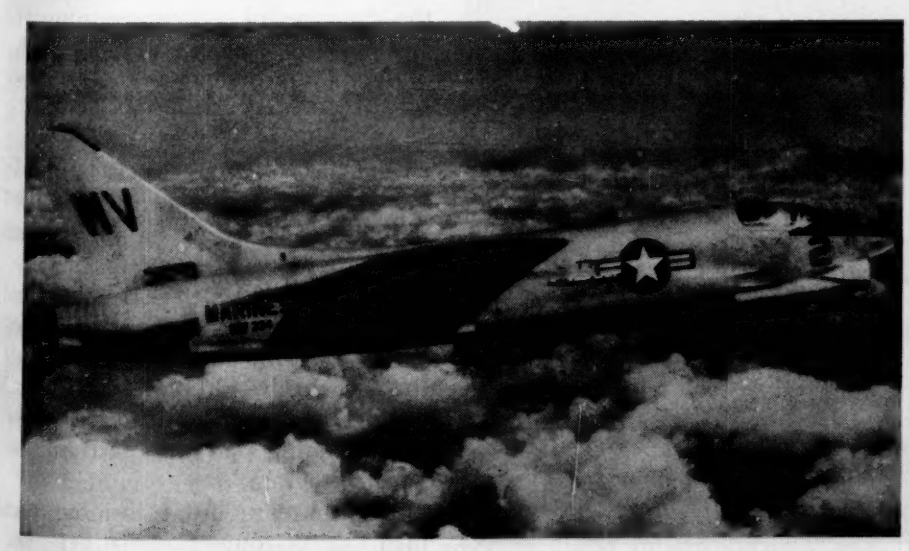
Knowledge gained at schools like Air Support School, Special Weapons Training, Escape and Evasion School and the ABC Defense School contribute to the squadron's combat readiness. Courses in time study such as the Ordnance Management Engineering Training Agency (OMETA) are directed towards improving efficiency. They teach the staff to do more with fewer Marines. These are a few of many courses designed to step up the pace toward complete combat readiness.

By 1 June it will be possible to school-train personnel in all aviation MOS's.

There are also many wing-sponsored exercises and schools held on the base. One is the quarterly Wing Intelligence Exercise. The Wing INTEX trains G-2 personnel to receive, record and process intelligence information. It is also a practice in rapid dissemination of intelligence to operating units.

INTEX 3-59, held in December, was a reduced-distance exercise using teletype field phone closed-circuit communications. Theoretical site of the problem was Southern California with an amphibious landing staged in the Point Conception area. The problem was built up by issuance of an operation order, four intelligence bulletins on operations from D-30 through D plus 2, and intelligence summaries covering the actions during the nights of D plus 2 and D plus 3. The exercise opened with the situation ashore as of 0800 D plus 3 and continued as a controlled problem to the extent of introduction of "canned information and missions" through 1500, D plus 4. Results of the "canned missions" were left to the discretion of the participating units.

Logistic support had many facets



MAG-33, a day fighter group, flies F8U-1s.

and applications during the past year. Work of the Marine Wing Service Group 37 has been particularly noteworthy. While the Wing G-4 and the Service Group do the planning and committing, it is the Group's transport squadron (VMR-352) which carries the ball. Special missions included:

- Summer reserve airlifts throughout the United States wherever reserve units were sent for two weeks active duty training.
- Logistic support for the HI-LO march by units from Camp Pendleton. This march of the 1st Force Reconnaissance Bn began on 27 July 1959 on the top of Mt. Whitney. During the entire march supplies and equipment were dropped by VMR-352.
- Transportation and support for Advanced Planning Team in Alaska during September 1959.
- Air delivery missions in the Camp Pendleton area in support of the 1st Force Recon Bn included day and night drops of personnel and supplies.
- Transporting tons of clothing for victims of the Japanese typhoon, which devastated large areas of Japan last fall.
- An airlift of the 1st Marine Brigade from Oahu to Molokai during an exercise in January 1960.

The Air Control squadrons, attached to Headquarters Group 3, improved their capabilities in eight major exercises. In addition to these, Marine Air Control Squadron 9 participated with the Air Force in such Air Defense exercises as NEW FRIEND. Meanwhile, Marine Air Control Squadron 4 deployed to the Far East to relieve MACS-3, which returned to the 3d Wing, reformed and began training. Reforming squadrons and preparing them for another deployment is a major task of the 3d MAW.

With use of school facilities, factory training and cooperation of other similar squadrons the transition is becoming more sophisticated.

In MAG-33, (the day fighter group which flies Crusaders) units reforming have been helped considerably by VMF-334. Formerly commanded by LtCol Jack Winters and now by LtCol Larry Herzog, VMF-334 has taken new pilots assigned to other units through the classroom hours, the Operational Flight Trainer and the familiarization flights. Since the number of pilots checked out total slightly over 100 (including pilots from MAG-13 in Hawaii), it amounts to a great saving in flight time and effort for the new parent unit.

More time and effort were saved for the Crusader group by the initiative and skill of the men on the line and in the engineering shops. AGySgt E. J. Dixon of VMF-251 designed and fabricated a camera strut mount for use with the 16mm KB9A Motion Picture Strike Recording Camera. Through use of this mount, squadron pilots can better assess and evaluate their gunnery runs. Whether the problem is establishing voice contact with its units a thousand miles away at Whidbey Island, Wash., or devising a kit from salvaged material to purge an oxygen system, MAG-33 has taken it all in stride while preparing its squadrons for deployment to the Far East.

Among the 3d MAW squadrons deployed to the Far East are VMF-251, VMCJ-1 and VMF (AW)-542. Commanded by LtCol Al Clark, VMF-251 was the first Crusader squadron to be outfitted with the Mark IV Light Weight Full Pressure Suit and the first Marine Crusader squadron to qualify aboard carriers.

LtCol Al James' photo squadron, VMCJ-1, was the first photo squadron to go to the Far East with the F8U.

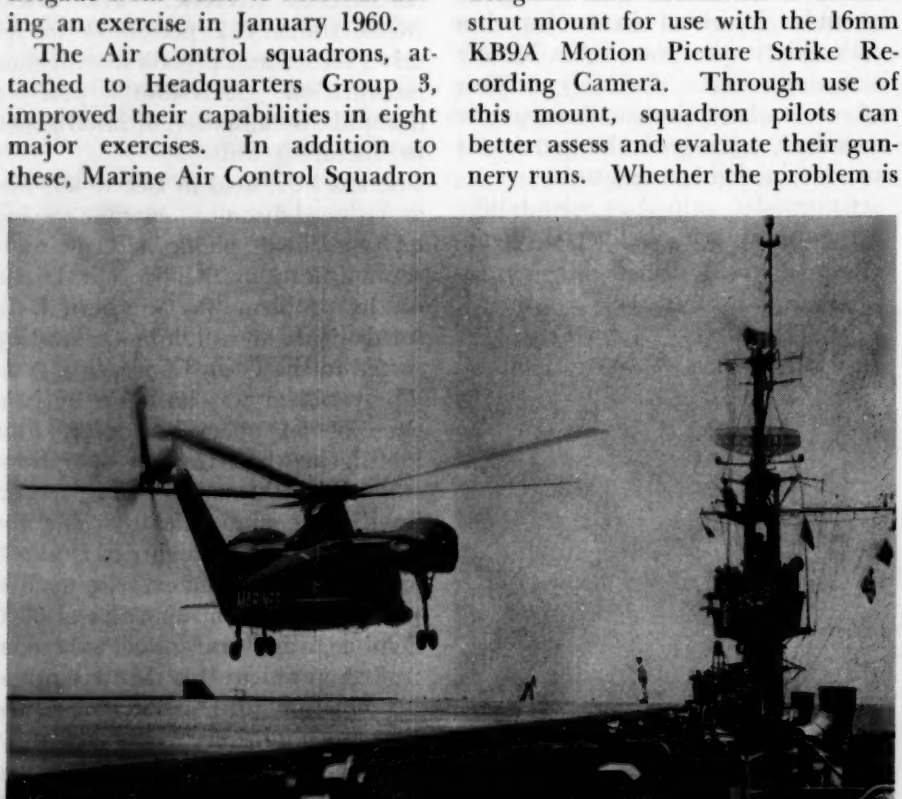
Latest all weather squadron to deploy—VMF (AW)-542 commanded by LtCol Harold (Tex) McHaffey—left MAG-15 and the 3d MAW after qualifying aboard the *USS Bon Homme Richard.*

Emphasis is placed on air to air refueling in MAG-33 and MAG-15. It was a routine practice in the A4D attack squadron, VMA-121. They used the "Buddy System," taking a drink from one of their own aircraft and then continued on the way while the buddy tanker returned to the base. This squadron, commanded by LtCol Tom Saxon, was the most deployed squadron in the wing. More than half their time was spent at outlying bases doing air-to-ground conventional and special weapons work.

Attack squadrons in MAG-15 continue to study, explore and improve the doctrine of helicopter support and protection in ship-to-shore landings and movements of helicopters inland.

Throughout operational maneuvers of the squadrons, MAG-15 never lost sight of the importance of the individual Marine. Emphasis was given to positive efforts for morale improvement. Before operation TWIN PEAKS all hands were given briefings on the entire operation and the part they would play. Each man could then understand how the job he was doing played a part in the entire program.

Not content with informing the men, the Group Commander (at that time Col R.M. Huizenga),



MAG-36 HR2S-1 landing aboard USS Princeton.

HRS settles on deck of submarine Perch. . . .

1stReconBn troops dismount. Sub is underway.

decided to extend this information program to the dependents. The result was a MAG-15 "Ladies Day" in which the dependents were given talks on the missions of each of the squadrons. Open house was held and aircraft were put on display.

Traditional ceremonies held a high place in the group activities. The Sunset Parade was introduced with the group's 75mm pack howitzer being used to sound retreat. Group mess nights preserved the tradition of assembling officers in honor of special events.

In contrast to the customs and traditions of the Corps, it is interesting to note the many new areas in which the helicopter is presently being employed. Marine Air Group 36 squadrons have operated from Hawaii to Yuma, Ariz., from carrier decks to desert sands.

Last September HMR-361, reinforced with four HR2S from HMR-462, boarded the *USS Princeton* for 30 days in Hawaii with OPERATION CLEARIDGE. This reinforced squadron operated in support of the 1st Marine Brigade.

In another operation off Oceanside, the submarine *USS Perch* carried assault elements of the 1st Recon Battalion. They were lifted by HMR (C)-363 while the sub was underway. It takes precision flying under these conditions. There is less than two feet clearance outside of the landing gear when the helicopter is on the sub platform.

Despite heavy flight schedules performed under varying conditions, perhaps the most noteworthy item is the safety record compiled by the helicopter squadrons. Among these squadrons HMR-361 established a record by winning the Chief of Naval Operations Safety Plaque twice and the AirFMFPac Quarterly Safety Award seven times. HMR-361 is the first helicopter squadron in the naval service to be honored by a second award from the CNO. The squadron's victories in the safety battle have not been hollow ones. In 1959 the squadron flew over 10,000 hours, including many night carrier operations. In fact, the squadron was deployed so frequently they became known as the "Nomads."

The helicopter group has done much experimental work recently with the California Forestry Service in fighting forest fires. Carrying huge plastic bags, known as helitanks, HMR-361 pilots would fly over the fire at an altitude of 50 feet and speed of 50 knots, dropping chemically treated water on the burning brush. The operation is carried out as a form of close air support with the 'copters supporting fire fighters on the ground and attacking the areas of stiffest resistance.

Last December at the Navy-Marine Corps annual weapons meet, TOP GUN, held at the Marine Corps Auxiliary Air Station at Yuma, Ariz., TV-equipped helicopters provided photo coverage. Headed by Capt Robert Conlon, eight pilots and 40 crewmen flew over 170 hours during the championship shoot. One important contribution was the development of a telescoping antenna which permits an uninterrupted television signal even in sharp banks and turns.

The important factor to consider in this is not that coverage was provided, as much as the tactical possibilities of such a system. The command post would be in a position to see roads and terrain features before they were actually approached and analyze the situation quickly.

From the Pacific Ocean to the desert the 3d Marine Air Wing is studying, exploring and experimenting with new methods and procedures to increase the combat readiness of every unit assigned. The horizons are unlimited. USMC

The Marine Reserve

BGen W. T. Fairbourn
Director, MCR

THERE WAS A TIME, NOT TOO LONG ago, when Reserve Annual Field Training (AFT) was considered by some as a sort of lark. Those days are gone forever.

If some doubt persists, ask the reservist who just finished a night problem at Camp Pendleton, the one who is wringing-out his socks after a jaunt through the surf at Little Creek, or the jet mechanic who has just finished a grueling engine check. Their replies would probably be remarkably candid. Reserve summer training is no rose-strewn path dotted with retirement points. The hours reservists spend each summer, polishing-up their combat form and style, are crammed with schedules that leave no room for foot-draggers.

If a parallel may be drawn to explain briefly the "why and how" of AFT, consider organized reservists as you would boxers. No boxer worth his salt would consider entering the ring for a match without first training to that certain edge that brings into play every muscle, every ounce of ring savvy, once the bell sounds. He becomes a fighting machine. Marine reservists don't skip rope, or shadow box—at least not as part of their training schedule—but they sweat and toil just as hard. And when they reach that certain edge, we can say they are ready.

AFT is the apex of the Marine Corps Reserve's training cycle. Each summer, when reservists from 225 ground units leave for two weeks at a dozen different posts and stations, they take with them the knowledge of nearly 200 hours of instruction in their home armories.

Once at the training site, they find themselves welded into an organization that retains all the basic characteristics of each unit. And they discover that fellow reservists from Altoona, Pennsylvania, and Meridian, Mississippi, and all the rest, are quite similar. That is the way it was planned. While unit commanders are given ample leeway to set up their own training pace throughout the year, the Marine Corps calls the shots in the overall training picture. Thus marked with the same brand, reservists are capable of stepping into a rapid flow of training at AFT with no fear of floundering.

Prime examples of this coordination and adaptability can be witnessed in the Reserve Air-Ground Exercises at Camp Lejeune and at 29 Palms. This year 11 Organized units will take part in Operation Whiplash at Lejeune; the same number will train at 29 Palms in Operation Charger. Both exercises will feature air support from Reserve Aviation units. Reservists will act as aggressor and assault troops, pooling their experience and knowledge.

This summer the Marine Corps Reserve will field the best-trained group in its history. Reason? 1) The marked benefit of weekend multiple drills that offer units so much more in the way of expanded training schedules; 2) More and more members of Organized units are products of a Reserve's Six Month trainee program. They come equipped with a sound background in fundamentals. These are the younger men, upon whose shoulders the future of the reserve is going to rest.

MARTC

BGen F. E. Leek
ComMART

THE MARTCOM INTELLIGENCE Training Program this year will present a seminar on the reconnaissance capabilities of certain units and some new equipment.

The seminar will be held, as in past years, at MCAS, Cherry Point, period 16-30 July 1960, and MCAS, El Toro, period 15-29 August 1960.

Senior intelligence personnel of all MARTCOM units not engaged in the air-ground exercise will study, evaluate, and report on the photo and electronic collection capabilities of VMCJ aircraft, usage of the helicopter; and the potential of the small observation type OE aircraft of the Marine Corps.

Included in this year's study for the first time will be several items of radically new equipment. Included:

The AN/TPS 21 ground surveillance radar, a light-weight, man-pack radar set.

The BASICS system, an ultra-high speed, data processing electronic unit which permits rapid gathering, analysis and dissemination of intelligence data to Marine combat units.

Third item of equipment is the single side-band radio. This new concept in communications permits simultaneous voice contact with one party 20 miles away and also voice contact with another hundreds of miles away by sky wave propagation.

The purpose of the training seminar is to prepare selected Reserve Marines in the projected use of new equipment. This in turn maintains the high mobilization potential of these Marines.

Those attending will need a final secret clearance.

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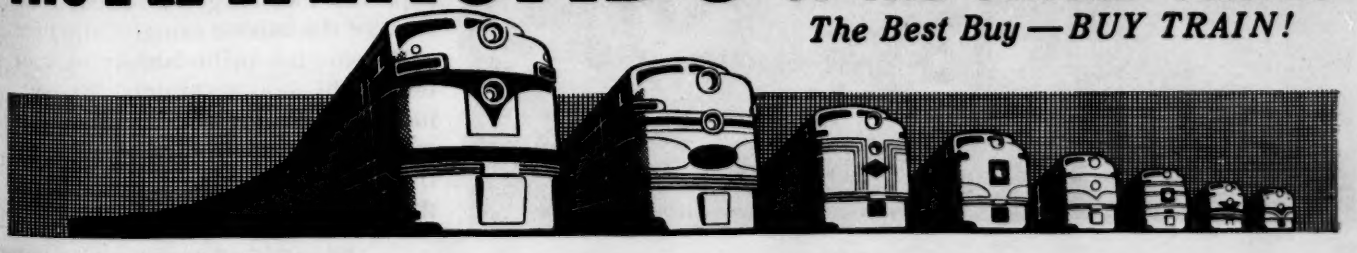
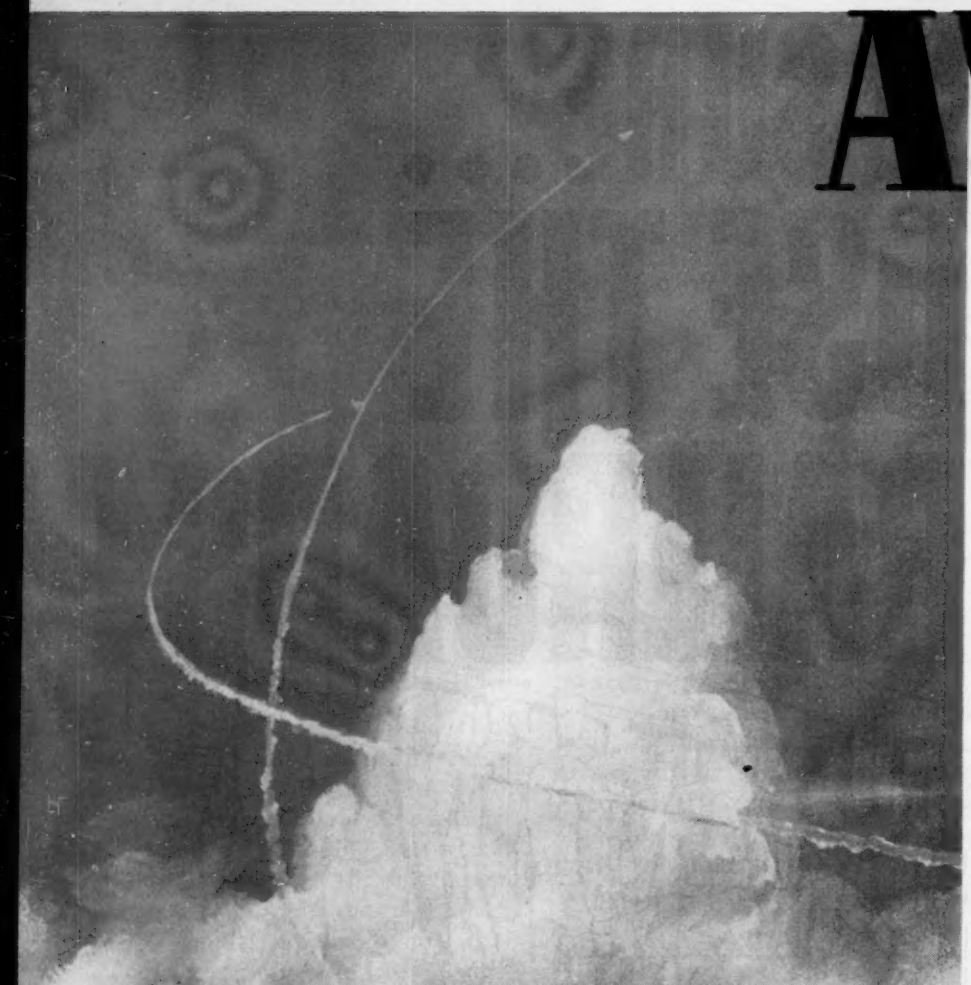


AVIATION N



By stLt

When his article first appeared in the an attempt had been made to clude So, too, the photos illustrating his captions that would interest Marin on the 48th Anniversary of the Av

THE UNITED STATES NAVY HAS had aeroplanes and aviators since 1910, but until recently its Aviation Department has been in the experimental and development stage. For this reason it has not come sufficiently in touch with the remainder of the service to allow the officers to become familiar with its development and problems. Therefore, some information as to what we expect to do and our method of training aviators may prove of interest. Since Congress has given substantial encouragement in the passage of the recent Naval Appropriations Bill, to aeronautics, the question is frequently asked in the service as to just what use the Navy can make of aviation. It is feared that answers from those not closely associated with it have been vague and chimerical. Aviation is still so much of an infant that only those who possess that brand of imagination commonly generated by a pipe and a pill are competent to prophesy its final development.

The Present Problem of Naval Aeronautics

Without going into technical details it would probably be best to mention only some of the work the Navy will find for aeronautics at its present stage of development. Perhaps the most urgently needed assistance the aviator can give the fleet at present lies in his ability to spot the fall of shots accurately. Engagements in the present war have begun, and in the future will be entirely fought, at ranges which make the ship's spotters absolutely use-

N THE NAVY

ByatLt Alfred A. Cunningham

ppeare the GAZETTE (Dec '16) a footnote stated, in effect, that ade to clude technical matter of interest only to another aviator. ustrati his reprint. Maj J. C. Gasser selected photos and wrote erest Marines, not just those with an aviation MOS. Reprinted y of Ne Aviation.

In Nicaragua, Marines flew on and off cow pastures. Ground crew cowpokes kept Bossie out of the way. Plane is a three-engined Ford transport.

less. In the future, long range spotting will be done by a man who can look down on the target and measure with little guesswork whether and how much the shot is over or short. To this end reliable and efficient means of communication between the aeroplane and the ship are being rapidly perfected.

Scouting over the open sea is already an accomplishment of our aviation service. Flights of ninety miles in foggy weather, and entirely out of sight of land, are frequent occurrences at Pensacola, the pilot navigating his aeroplane entirely by its compass. These flights have been made with remarkable accuracy when it is understood that the compass used was not even compensated. In the near future a compass, and some form of drift indicator, will be perfected which will allow oversea flights to the limit of endurance of the aeroplane.

A machine known as the "catapult," for launching aeroplanes into the air from the ship's deck, has been perfected and installed on board the *USS North Carolina*. Nearly all of the Navy Air Pilots have been successfully launched by this device with the ship under way. The perfecting of the "catapult" has removed the most serious obstacle to aeroplanes operating at sea with the fleet. It is not a difficult matter to land on the open sea and be hoisted aboard a ship, but it has so far been impossible to design an aeroplane which can successfully "get off" in rough open sea water.

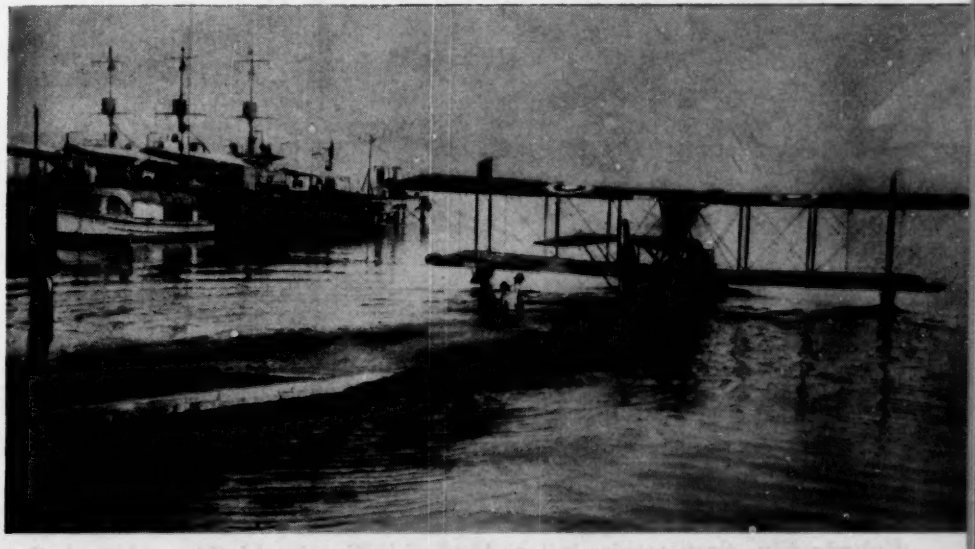
When an aviator is above a few hundred feet in the air he can see objects a considerable distance beneath the surface of the water. His position gives him the advantage, in this respect, as that enjoyed by the fish hawk who has no trouble in locating his prey beneath the surface. Submarines at fifty feet below the surface in open water have been readily picked up and followed by our aviators. Planted mine fields have been discovered and the positions of the individual mines plotted. With this already accomplished, one can easily imagine aeroplanes charting and counter-mining mine fields and operating offensively and defensively against submarines.

It is safe to consider that any navy we will be called upon to oppose will attempt to secure all the advantages possible from the use of aeronautics. Experience has shown that the only effective method of fighting aeroplanes is from the air, so it becomes necessary for us to have control of the air to prevent the enemy from securing full benefits from his aeroplanes and to assure our securing the necessary advantages from our own.

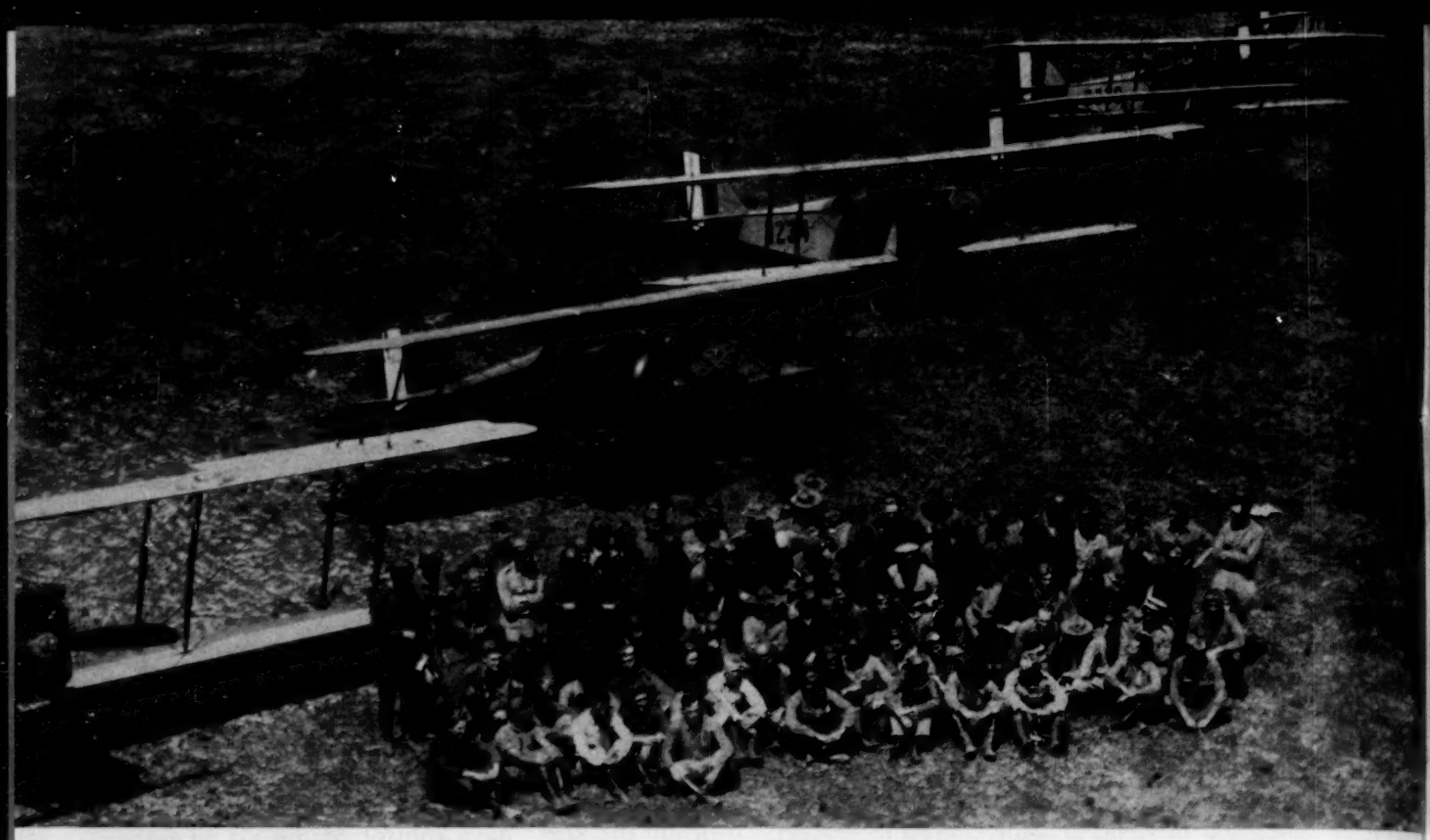
The few uses enumerated here do not, of course, catalogue the total usefulness to the fleet of the aeroplane. They are mentioned merely to stimulate the imagination as to the value of this new weapon.

What the Corps is Doing

The Marine Corps is, of course, keeping apace with the other serv-

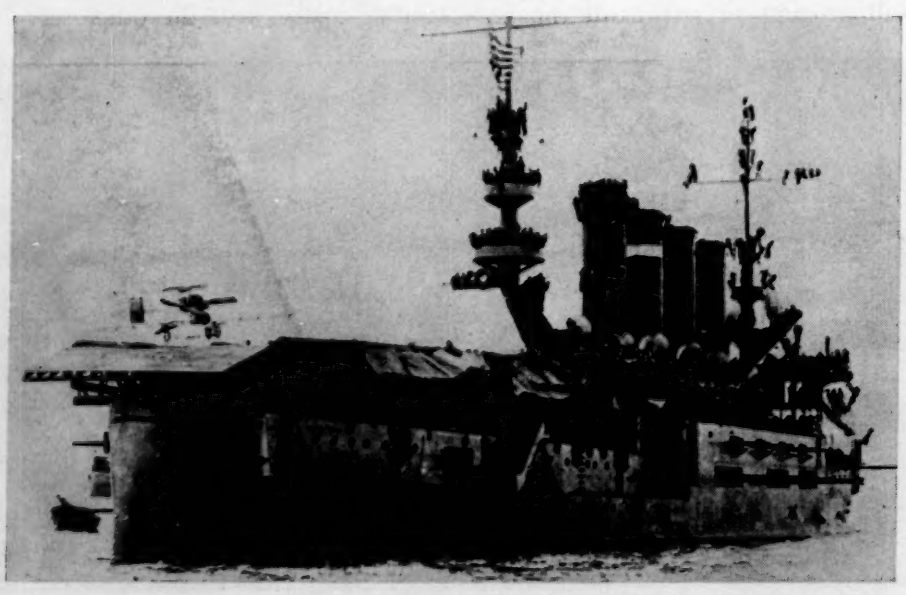


The author put Marine aviation in business with his historic seaplane solo (after two hours, 40 minutes instruction) at Marblehead, Mass., in 1912. From then until WWII Marines were equally at home on land or on water. This N-9 floatplane Jenny is leaving the "runway" at Port au Prince, Haiti, sometime in 1918.



Corps' first airstrip of its very own was this grass flat at Miami, Fla. Pilots trained here prior to overseas service in WWI. Named The Marine Flying Field, its nearness to the Caribbean (and Miami's climate) made it an almost perfect training ground for young pilots who would later serve in Nicaraugua and Haiti. In this 1919 photo is a group of salty WWI veterans who flirted with death in ancient, disk-wheeled bi-planes. A 1922 casualty report lists nine dead aviators.

ices in this important work. At present we have three Navy Air Pilots, one Naval Aviator, one Student Naval Aviator and eighteen enlisted men assigned to aviation duty. This is far short of the number authorized by the Navy Department, but failure to detail more officers and men is due to the very evident fact that we have already more duties to perform than we have officers and men to perform them. It is confidently anticipated that this condition will shortly be remedied. Naval officers will rarely have an opportunity to fly land machines, the whole effort of the Navy being directed toward the development of aeronautics as an aid to the sea-going ships. The position of the Marine officer attached to aviation duty, however, is quite different. His "soldier and sailor too" duties require him to be at home, not only on land and sea but also over land and sea. Unfortunately the Marine aviators have not had an opportunity to take up land flying, which in future will be such an important part of their duties. This, however, was remedied in July when two Marine aviators were ordered to the Army Aviation Corps for training in land work. Arrangements are also being made to furnish them with land machines for carrying on practical work with the Advance Base troops and also for the necessary instruction of other flyers.



Eugene Ely, first carrier pilot, lands his Curtiss bi-plane aboard the old* USS Pennsylvania *in 1911. A civilian, he had earlier made the first carrier landing in history (in 1910 aboard the cruiser* Birmingham.*) Five years later Lt Alfred Cunningham broke his back trying the first catapult takeoff from a ship underway.

Land and Water Flying

Some curiosity has been expressed as to the difference between flying over land and over water. Each has its advantages and disadvantages

from the flyer's point of view. In water flying one always has a level and unobstructed surface on which to alight and the air conditions are uniformly better than over land. These advantages are lessened to some extent by the fact that a water machine does not handle so well in the air, due to the large and heavy float it must carry. Unevenness in the temperature of different parts of the land and the irregularity of its surface cause the air above it to be continually in a more or less disturbed condition. The effect of these disturbances is to cause the aviator at times to wonder if his aeroplane has not suddenly transformed itself into one of those unbroken Texas bronchos that has a strong desire to get rid of him.

In service flying across country the unreliability of the present gasoline motors makes it advisable for the pilot to have always in mind the best spot within gliding distance in which he can land in case of motor trouble, and the space required for landing the present type of fast machine is considerably larger than most people imagine. Naturally a spot of this kind is not always available and the situation resolves itself into one of the chances that must be taken. The aviator's choice of a landing place, should his motor stop during flight, is limited by a circle (of which he is the center) whose radius is from six to ten times his altitude, depending upon the gliding angle of the particular machine he is flying. About the most difficult part of land flying is to handle the machine always so that it will strike the earth without also striking a ditch, fence, tree, house, or other such natural enemy. Considering that one is landing at fifty miles per hour and that these obstructions are more conspicuous by their absence, it sometimes happens that luck, presence of mind, good judgment and some form of acrobatic stunt are all that can be relied upon to bring one through safely. The land machine handles well, answers its controls quickly and generally does its best to help you through your difficulties.

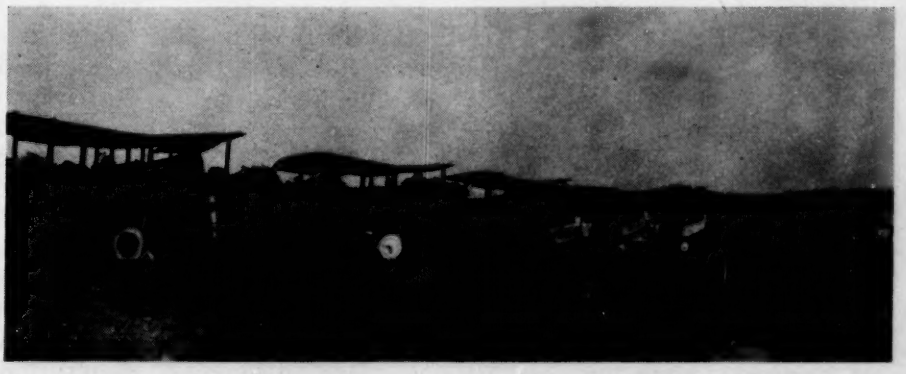
The Fiction of Air Holes

Newspaper use of the terms "air holes" and "Swiss cheese atmosphere" have caused an astonishing number of intelligent people to accept them literally and take it for granted that holes in the air really exist. This, of course, is absurd when one remembers the pressure of the atmosphere per square inch. It requires a cyclone to make even a partial hole in the air. There are atmospheric conditions, however, which cause an aeroplane to act as if it had found a hole in the air. Above the earth there are rising currents of warm air and adjacent currents of colder air. Under certain conditions, the rising currents will cover a considerable area and move with little velocity while the adjacent downward current will cover a very small area and move with some velocity. An aeroplane leaving an upward current and entering a downward current, will, naturally, drop in a vertical direction until it has gained the proper lift under the altered conditions. Leaving a horizontal layer of air moving in one direction and entering a lower layer of air moving in the opposite direction will have the same effect. These drops are slightly disconcerting but not at all dangerous unless the aviator loses his head; and over the average territory large drops are seldom encountered.

Marines of Northern Bombing Group receiving their first DH-4's in western France, Sept 1918. From the rutted turf of this field near Calais they flew their first combat mission, dropping a ton of bombs on a German railhead. Pilots called the DH-4 a "Flying Coffin" because its gas tank sat exposed between pilot and observer.

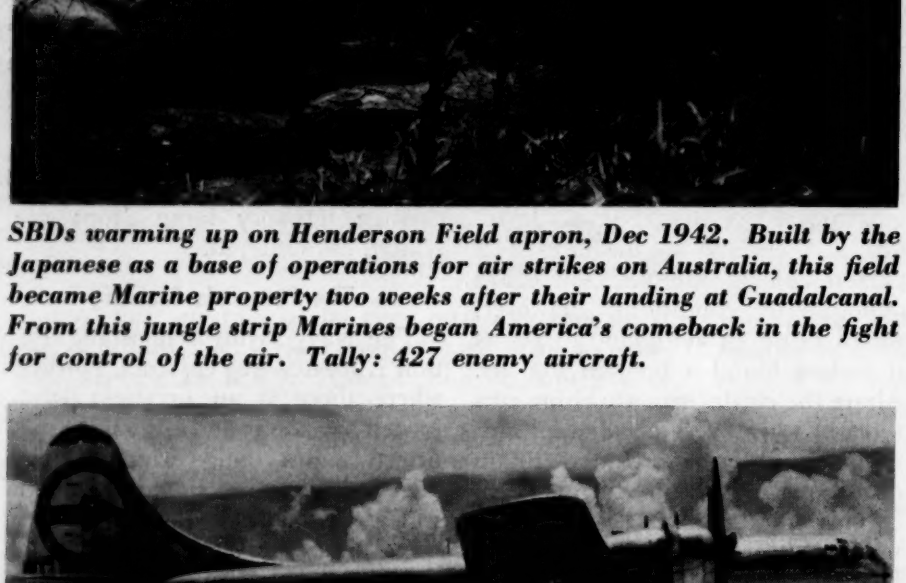
The Pensacola Station

The Navy Flying School and Station is located at Pensacola, Florida, where there is an excellent landlocked bay about five miles wide and fifteen miles long which allows plenty of room for flying over smooth water. The bay is separated from the Gulf by only a narrow strip of land, so that open sea flying can be had conveniently. While the air conditions at Pensacola are not perfect, the majority of days are suitable for instructing beginners. It is considered undesirable to instruct students entirely in good air. They should be taught to handle themselves and their aeroplanes in all conditions of air which they will encounter in actual service. Some of

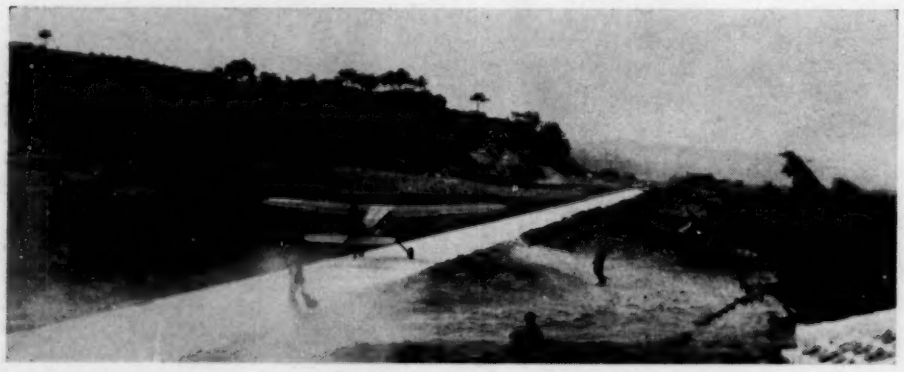


It was from this strip on the outskirts of Port au Prince that Lt Lawson Sanderson experimented with dive-bombing techniques, later used successfully in WWII. Six land-based planes of the Fourth Marine Squadron used the strip in 1919 to support the Marine Brigade fighting the Cacos. Field was training site for many early pilots.

SBDs warming up on Henderson Field apron, Dec 1942. Built by the Japanese as a base of operations for air strikes on Australia, this field became Marine property two weeks after their landing at Guadalcanal. From this jungle strip Marines began America's comeback in the fight for control of the air. Tally: 427 enemy aircraft.



Enola Gay ***perches on the runway at Ishi Airfield, Tinian, at the start of her flight into history. Twelve hours after this picture was snapped, the Japanese Empire crumbled with the delivery of the first A-Bomb. Thousand-plane raids against Japan began and ended on this strip, taken and held by Marines.***



OE Grasshopper, bearing wounded, rolls down a country road near town of Itoman, Okinawa, June 1945. For this little hedge-hopper any straight stretch of a few hundred feet is an airfield. Here, as later in Korea, if there was room for a truck park, there was more than likely enough room for the OE to take off and land.

the days at Pensacola give excellent practice in rough air flying.

Within two years Pensacola has developed from an abandoned Navy Yard to a well equipped and very busy Aeronautic Station. Concrete hangars for the accommodation of thirty-six aeroplanes are under construction and all buildings are receiving equipment which is peculiar to the needs of aviation. New types of motors, aeroplanes and instruments are constantly being received and given exhaustive tests. The valuable data collected from these tests is being studied with a view to eliminating present faults and incorporating features of proven worth in future aeroplanes to be purchased or built.

A branch of aeronautics entirely new, so far as our Navy is concerned, is being taken up with the purchase of a small dirigible, a captive kite observation balloon and a free balloon. These lighter-than-air craft have not been thoroughly tested and their worth is still a matter for conjecture based on the experience of others.

The Qualifications of An Aviator

The ideas of those unfamiliar with aviation as to the qualifications considered necessary and desirable in an aviator are varied and vague. Some think that anyone who is willing to accept the risk can fly successfully, while others are inclined to believe that only certain individuals with reckless dispositions and a "sixth sense" of some sort are capable of making successful aviators. Neither of these ideas, of course, is correct. It is generally conceded that aviation is a young man's work. The General Board of the Navy reported that experience in Europe showed than an aviator should not be over thirty years of age. Usually a young man learns to fly more easily, and, when he has learned, makes a better flyer. There are several reasons for this. Medical observers have proven that flying places more than the normal load on the nervous system, that a normal blood pressure is important and that perfect eyesight is necessary in order to judge short distances accurately while moving at high speeds. It is also essential that an aviator's heart action and sense of equilibrium be perfect. As an illustration of the extra work placed

upon the heart, recent experiments in France show that the aviator's pulse rate rapidly increases from the earth to 2500 feet altitude and that it increases more slowly from this to 4000 feet, probably due in part to the smooth belt of air usually found between these altitudes. Above 4000 feet it again rapidly increases as the altitude is increased. The testing instrument showed that for each atmospheric disturbance there was a corresponding disturbance in the pulse rate. The young flyer's heart, lungs and eyesight are usually more rugged and not so apt to have been undermined by the use of tobacco and alcoholic stimulants, or otherwise. The aviator who possesses a perfectly healthy body and mind need hardly be conscious of the extra load. A very important advantage possessed by the young flyer is that his reflexes are quicker, more sensitive and more easily trained. Flying does not require a "sixth sense" that normal man does not possess, although an aviator's reflexes and sense of balance become so highly trained that he is conscious of inequalities in the air that an untrained man does not suspect.

Usually a man who is physically sound also has the proper kind of "nerve" to do what he chooses. There are, however, some temperamental qualities just as necessary to the aviator as a sound physique. An aviator who becomes startled or "rattled" simply courts disaster by flying. Confidence in himself and his ability at all times is absolutely essential. When an aviator is doing his real work he feels very much alone, and to be successful, he should possess that kind of determination which will allow him to take risks when there is no audience to applaud and when he would not be censured for not taking them. This brand of determination is quite distinct.

Up In the Air

Almost any one remembers that, at some time or another, they experienced a very unpleasant sensation caused by looking down from a high building or cliff, and, on account of this memory, are not enthusiastic about making a flight in an aeroplane. They fear that they will experience the same sensation in some exaggerated form. Those who decide to fly are, practically without exception, surprised and pleased to find that during the flight this sensation was entirely lacking, even though they summoned courage to look straight down.

Flight line at Piva Field, Bougainville. From airstrips like this, SCAT carried nearly a quarter of a million passengers during its first 18 months operation. Dust in background is kicked up by SBDs taking off for strikes on Rabaul. Solomon's tallest trees rim the airfield, a constant hazard to the continuous traffic.

The Pensacola Course

When the student aviator reports for duty at the Navy Aeronautic Station one of the instructors takes him for a "joy ride" just to show how it feels to fly. He is then required to provide himself with such text books as the Commandant directs. These are principally on the mechanics of the aeroplane and the theory of aerodynamics. As a supplement to the study of these, frequent lectures are given. The student is required to master all the subjects thoroughly and close application is necessary to pass the monthly written examinations. Should the student fail to pass these examinations, he is detached from aviation duty. In addition to his theoretical studies and practical flying lessons, the student is required to take practical shop courses in aeroplane construction and high speed gasoline motor work. As assistant to a machinist, he must actually tear down and rebuild every type of motor in use at the school. There has also been included in the course practical and theoretical work in dirigibles and balloons.

As often as weather and other conditions permit, the flying instructor takes his pupil for short flights, gradually allowing him to handle the controls as he becomes more and more at home and develops his "air feel." Only simple maneuvers are executed and each step in his training is worked up to gradually. After a total of ten hours actually spent in the air, the student may be permitted to fly alone in good weather, provided he is apt and has satisfied at least two instructors that he can do so safely. The average student will require between ten and twenty hours before being allowed to try it alone, and this time will be distributed through two or three months. For some time after being allowed to fly alone, the student is closely watched by the instructors, allowed to fly only in good weather and is given explicit instructions before each flight in what not to attempt. He is thoroughly examined by the medical officer once each week immediately after a flight, to ascertain whether the strain is developing any hidden physical defects.

As the Course Progresses

When the instructor is satisfied that the student has developed his "air feel" and some experience, he allows him to begin his elementary flying. This consists of:

a) Executing spirals,
b) High altitude flying,
c) Rough weather flying,

In one of WWII's most fantastic bits of jury-rigging, two Piper Cubs are launched by LST 776, USS Brodie, Oct 1944. With Brodie making her maximum 12 knots, Cubs race down length of cable strung between fore and aft booms. At end of the line they disengage and, depending on wind, luck and pilot's skill, become airborne. At least five Marine pilots completed qualification tests.

This tiny airfield on Midway was scene of the heaviest percentile losses had by Marine Aviation in WWII. As stepping stone to the Far East, probably more Marines have landed here in the past 15 years than on any other airfield in the world.

An HRS unloads after sitting down on postage stamp "airstrip" carved from ridge in North Korea. For front-line Marines, a helicopter LZ got the same priority as a foxhole. And for the same reason: either could save a life before morning.

d) Courses by compass,

e) Endurance flights.

An apt and careful student may satisfy his instructors in three months as to his progress in elementary flying and is then allowed to begin his advanced flying course. This consists of:

a) Being launched from the deck of a ship underway by the "catapult"

b) Landing in deep sea waves and being hoisted aboard ship.

c) Scouting flights out of sight of land.

d) Air navigation

e) Flying in formation.

f) Sending and receiving radio messages from the air.

When the student has passed all his practical and theoretical examinations and his flying instruction is finished, he is allowed to take his test for a Naval Aviator's certificate. The test comprises the following:

a) Climb to an altitude of 10,000 feet as shown by the recording barograph and glide to a normal landing, without porpoising, within 200 feet of a mark previously designated by the Board; horizontal flight may be resumed twice during the descent but not within 1,000 feet, where the motor shall be cut off.

b) Make a spiral glide from an altitude of 3,000 feet as shown by recording barograph and land without porpoising within 200 feet of a given mark previously designated by the Board.

c) Make a landing in a seaway where height of waves is at least four feet without damage to any part of the aeroplane.

d) Make a straight course and re-

turn between two objects not less than five miles apart in a wind not less than 25 miles per hour and not more than four points forward or abaft the beam, in order to demonstrate ability to maintain a given course.

e) Make a scouting flight over the open sea to a vessel that has been stationed at a designated bearing at a distance of 100 miles and return to the starting point.

f) Demonstrate to the satisfaction of the Board ability to fly in very bad weather.

g) Start a flight from the catapult after personally making all adjustments for its operation.

The student is now a full fledged aviator. He is allowed to fly as it pleases him and do as his fancy dictates while in the air. There is, however, one more test which must be taken before final graduation from the Flying School. This test is for the Navy Air Pilot's certificate and includes compass errors, and adjustments and air navigation at sea.

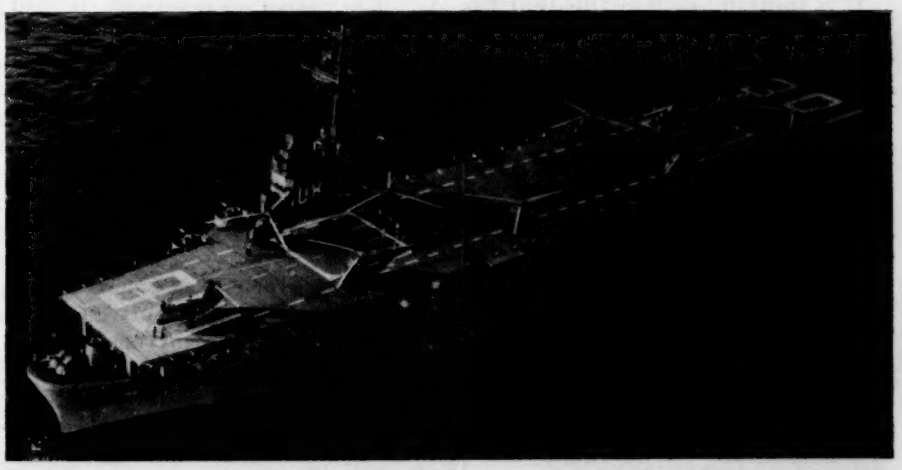
Pay Versus Pleasure

Congress has allowed the finished aviator an increase of fifty percent in his pay, and aviators are duly grateful therefor, especially since it is impossible to secure life insurance. One has only to think to realize that this increase in pay is no inducement to make aviation a profession. If it was supposed to compensate for the risk involved, it would be absurdly inadequate. No one should for a moment consider applying for aviation duty merely to receive the increase in pay. An aviator cannot fly successfully and safely unless his temperament is such that he likes his work and would be willing to fly whether or not he received more pay.

Flying for pleasure is the most exciting and exhilarating of sports. It never becomes commonplace or perfunctory. Applying it to naval and military operations merely adds interest in giving it a purpose. To our service it means a new and wonderfully effective weapon of warfare, the value of which is not appreciated in this country. It is gratifying that, with the constant example before us of the service aviation is rendering to the European nations, our government has received a decided and growing impetus toward appreciation of its importance.

USMC

1stMAW Corsairs at Yonpo airfield, end of a lifeline for a MarDiv which by every rule of war was doomed to capture or annihilation. Evac planes staging out of this field near Hungnam, Korea, carried 900 wounded Marines off an improvised runway at Hagaru; Corsairs, based here, harassed hordes of Chinese delaying the "march to the sea." By 11 Dec 1950, when the last Marines entered Hamhung, 1st MarDiv and planes from Yonpo had rewritten the rules of war.



Helicopters aboard* LPH *prepare to deliver troops ashore during* TRAEX. ***This launching pad is the perfect match for Corps' vertical envelopment doctrine. From here the modern 'copter pilot wheels and deals. His runway: a column of cool, clear air.

★ ★ ★ ★

*Transferred

THE GUNNY WAS A FINE MARINE IN the field but paperwork was something else again. At morning muster he called one man's name four times with no answer. Now red in the face, the gunny roared, "Awright, Denotes, damn your Greek hide. I know you're there, so answer up." More silence. Finally, the platoon leader intervened. "I don't believe we have a man by that name in the company," he offered. By now the gunny was fuming. "Whatcha mean we don't have a Denotes?" He pushed forth a roster. Sure enough, the name the gunny was pointing out was, "*Denotes. In charge of detail."

$15.00 to MSgt R. C. Martin

LETTER TO A STAFF NCO

By MajGen J. P. Berkeley

NOT TOO LONG AGO I READ AN editorial in one of our Post and Station newspapers. The editorial was praising the promotion of a senior staff non-commissioned officer to the next higher grade. This was indeed nice of the writer but unfortunately he had based his thinking on a completely improper philosophy. The gist of the article was that, at long last, past performance and long and faithful service had been recognized.

It is thinking such as this that has caused unhappiness among staff grades who fail of promotion.

The Marine Corps promotion systems, officer and enlisted, are not based entirely on past performance. They are based upon future potential. The sooner this is realized by our senior non-commissioned officers the better for our Corps.

This basic philosophy is not understood throughout the Marine Corps. In my capacity as G-1 at Headquarters Marine Corps from 1955 to 1958 I received numerous inquiries as to "Why don't I get promoted." In making inspections as Commanding General at MarPac I ran into the same thing. I am certain that members of the Inspector General's Department handle numerous request mast cases of a similar nature.

Recently I had an inquiry along these lines from a former enlisted member of my staff. In my reply to him I attempted to give him a basic understanding of the problem. Parts of my reply are quoted on the right.

I hope that this letter will be a help to those Marines who misunderstood our Corps system of promotion.

Our system is not perfect, no system is perfect. Yet, our system produced the leadership needed to fight and win three major wars of the modern era. This system has produced the finest group of senior non-commissioned officers in the Armed Forces of the United States. USMC

"Dear————:

". . . Your letter regarding your promotional status covers a wide area of principles, law and basic philosophy. . . .

"The Marine Corps promotion system is based on a *best fitted* principle and not merely on a *qualified* basis. All E-6s should be qualified for promotion; if not, they should not be E-6s. This principle is established by Congress in law for officers. The same principle has been established in regulations by Headquarters, USMC for the enlisted ranks. This is in the best interests of the Marine Corps—it is a principle that should insure that only the very best people are promoted.

"So the question next is how do you determine the better people of a group—all being qualified. You must realize that there are fewer E-7s than E-6s and fewer E-8s than E-7s, etc. So it is quite obvious that all E-6s cannot be promoted. It is like a pyramid, the base is broad and it narrows down as you go to the top. It is this broad base that gives us the quality to choose from. So we come to an annual selection board—say 3,000 E-6s are eligible and qualified for promotion but space in the E-7 grade permits the promotion of 1,500—someway, somehow a decision must be made as to who is *best fitted.* This is done by a board of human beings who must be guided by fitness reports, letters of commendation, letters of indebtedness, tests, examinations, etc.

"Our fitness report system is lousy—it is over inflated—you have outtanding reports—so does darn near everyone of the 3,000—so the Board gets little help from fitness reports.

"The Board has your record from the first day you joined the USMC. (Note—I find many officers have the mistaken belief that a selection board only has access to records of the current rank—officer boards also have records back to date of first commission.) They consider your proficiency marks of many years ago, they consider types of duties performed, they consider potential for a more responsible job. You must remember that our promotion system is not one of rewards for long and faithful service. They consider what types of duty you requested on your fitness reports. If you asked for a "soft" billet during WWII or Korea, it will hurt you when compared to an E-6 who repeatedly asked for combat duty. If you ever had a letter for bad debts, your chances are cut down when compared to an NCO who has had no debt trouble.

"You mentioned some people getting promoted who had never passed or taken tests. The tests are only one of the many factors. I know people who can pass all the tests in the world but they lack the ability to command—and on the other hand, I know men who could never pass a simple test and yet they are natural born leaders.

"Since a Board is composed of human beings we must admit they make mistakes now and then. However, over the years our experience has been that they bat about 90% and that is pretty damn good.

"Now as a human being you think you are better than any other E-6 in the business—you should and must feel that way. We all do.

"————, you are in a tough league, the USMC is only going to promote those a Board considers to be *best fitted.* . . .

"I am sorry I can't find a way to tell someone to promote you. Also, I am sorry that there is no way to tell you why you were not promoted. . . .

"But remember—our system is not one of reward—it is based on future potential.

"You have my permission to show this letter to any Staff NCOs who have the same problem. I write this letter based on my own experience as G-1 of the Marine Corps."

J. P. BERKELEY, MAJGEN, USMC

NEW LIGHT ON RELIABLE DRIVE SYSTEMS

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THE SALTY SKIPPER SAYS

Fitness Reports Can Make or Break

THIS AFTERNOON I FINISHED MARKING MY SNCO FITness reports. And like the Battalion CO had asked, I also sent along recommended marks for my company officers. I believe I did an *outstanding* job on these reports. Guess it was due to the Old Man's conference early in the week. It was tops.

Monday morning, as usual, we had reported to LtCol Nesbit's office for our weekly conference. "Well, gentlemen," he began, "it is fitness report time once more. I can't begin to tell you how important these are; you can make or break a man by the caliber of your reports. It is vital that you take time and develop a system in marking fitness reports."

He leaned forward to drive home his next remark: "Most officers do not pay enough attention to this business of marking fitness reports."

With that, he picked up a sheaf of papers. Dealing from the top he handed each of us a handful. "This is from PRAM—paragraph 3018. It's about fitness reports. Please read it all before we go on."

While we read he busied himself with his "incoming" basket. When the last of us had finished and looked up expectantly, Col Nesbit spoke again. "The Commandant has voiced his concern over the continued inflation of fitness report markings. That's why he published MCO 1611.3. This order directed that "outstanding" marks be fully justified by the marking officer with a written explanation in Section D." He let this sink in then went on.

"A new fitness report, to apply to both officers and staff NCOs, is in the mill. You should prepare for it. It might be a good idea to prepare your SNCOs for it, too."

Bill Jackman interrupted. "Colonel, I honestly believe that most of my SNCOs *are* either excellent or outstanding."

The CO moved in. "To properly weigh your men, you must compare them with each other. We all know that none of us is outstanding in all the characteristics listed on the fitness report.'

We nodded and the colonel went on to say: "We do have many fine SNCOs in this battalion. Be objective in marking them. But this means you must take time with your reports, compare your SNCOs of like rank fairly and honestly."

Ray Costello, Company B skipper, piped up. "Can you give us any other pointers, Colonel?"

"There's a little trick I learned some years ago when I was Col Symington's exec. He kept a record of his markings on every officer. His first markings were made with caution. As he got to know his officers their markings, based on performance, usually improved."

"That's a fine suggestion," Ray said. "It's new to me. I'll try it."

We chorused Ray's enthusiasm.

"Before dismissing you, let me suggest that you reread PRAM carefully. Understand CMC's new policy. Then take your time, give each report plenty of thought.

"That's it for now, he finished. Let's get with it."

We left.

We walked back to company area, not saying much. Red Hay left us with a parting shot: "Off to bone up on PRAM. See you at supper."

After lunch I made up a chart for the markings of all my SNCOs, company officers, too. I read over paragraph 3018 in PRAM.

By 1600 I had finished by recommended markings on platoon commanders and company exec. In the rough I again evaluated my SNCOs. It was the first time I had given the job so much time. However, I was sure my reports were good ones. Honest and fair.

Comparison of officers and SNCOs was much simpler with a marking chart. My markings next period will give promotion boards a truer appraisal.

So to all of you who have the important job of marking fitness reports, here is a word of advice: Read PRAM, take your time and deliberate, compare individuals and, finally, be fair and honest.

"Remember, gentlemen, you can either make or break the man with your fitness report markings."

USMC

Blue Angels flying Tigers

Since their first flight in June 1946, the Blue Angels, U. S. Navy flight demonstration teams, have always chosen Grumman fighters in which to perform their incredible precision formation maneuvers. The newest Blue Angels jet is the Grumman F11F-1 supersonic Tiger.

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The Extension School's CHALLENGE

BASIC SCHOOL LEVEL

1 The primary casualty-producing effects from a nuclear explosion are

a. blast, thermal, and noise.
b. thermal, nuclear radiation, and blast.
c. flash, nuclear radiation, and blast.
d. flash, thermal, and nuclear radiation.

2 The Marine Corps has as one of its missions the responsibility for developing, in coordination with the Army and Air Force, those phases of amphibious operations that pertain to the tactics, technique, and equipment used by landing forces.

a. True.
b. False.

3 The three close support battalions of an artillery regiment contain a total of

a. twelve 4.2-inch mortars and twenty-four 105mm howitzers.
b. twenty-four 4.2-inch mortars and twelve 105mm howitzers.
c. twelve 4-.2-inch mortars and thirty-six 105mm howitzers.
d. twenty-four 4.2-inch mortars and forty-eight 105mm howitzers.

JUNIOR SCHOOL LEVEL

4 One of the major objectives of the G-1, in assisting his commander in discipline and law and order matters is to

a. reduce the number of absence cases.
b. keep to a minimum losses in manpower due to trials, punishment, and confinement.
c. ensure that military police perform their duties fairly and in accordance with current directives.
d. ensure the prompt and just punishment of offenders convicted by courts-martial.

5 A battalion commander achieves flexibility in the defense by withholding an adequate reserve and by centralized control of his supporting fires. This flexibility is enhanced by (Select those applicable.)

a. the employment of helicopters, trucks, or LVTs to maintain high stockage of supplies.
b. the increased mobility provided by trucks, LVTs, and helicopters.
c. a high state of training and discipline, and aggressive leadership at all levels.
d. the preparation of complete and detailed fire plans at the battalion level in order to provide for all contingencies and to ensure that these plans are executed as scheduled.

6 Overall supervision of the Division FSCC is the responsibility of which staff officer?

a. Division Artillery Officer.
b. Naval Gunfire Officer.
c. G-3.
d. Division Air Officer.

7 Staff planning for the protection of logistical installations and lines of communications against intermittent acts of sabotage is the primary responsibility of the G-4.

a. True.
b. False.

8 In an amphibious operation, the problem of providing adequate intelligence for the landing force is essentially the same as the corresponding problem in conventional land warfare.

a. True.
b. False.

SENIOR SCHOOL LEVEL

9 Once combat action has begun, a commander influences its course by his personal leadership, the maneuver of subordinate elements (particularly his reserve) and by _____.

10 The organization of the shore party is determined by which of the following? (Select those applicable.)

a. Tactical organization of the landing force.
b. The organization of the Navy Control Group.
c. The landing force landing plan.
d. Landing force organization for embarkation.

(Answers on page 56)

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CHANCE VOUGHT AERONAUTICS DIVISION DALLAS TEXAS

BOONDOGGLE ARTIST

By Col G. O. Ashley, USAF

THE ONLY THING KNOWN TO MAN that can take a bite of itself and grow on it is a bureaucrat. A bureaucrat is just another polite name for a boondoggle artist. Each service, including the Marines, has some. So, it may be time to check on them. If fighting men don't, there soon will be fewer fighting men on the line. With the fixed dollar ceiling under which each service operates today, the only source of money for a bureaucracy to grow on is what was spent once to arm and deploy fighting men.

It is an old story that it takes x-number of support people to keep y-number of riflemen in the field, or z-number of close support aircraft in the air. Over half of the "studies" which have "proved" this, however, have been pure baloney. In most cases, it was the boondoggle artists themselves who did the "proving."

What's not so old—but often overlooked—is that the x-number of support people has never ceased, to my knowledge, to *grow*. And it's time the fighting troops took stock of this. It's also time for the fighting troops to use a bit of cold war slack time to see to it that the stay-behinds turn in at least a decent day's work, before they go home to momma, the kids, and their bourbon and water. Smoking out boondoggle artists can be fun. It can also become a useful hobby. A few men I know have become artists at it. Here's how to do it.

A check on sweaty armpits was once the way some commanders measured a clerk's workload, in supply for instance. Today's bureaucrats tell you pompously such methods are crude. Today's bureaucrats use job descriptions and complex procedural charts. The bureaucrats call this sophisticated progress. Sometimes they willfully ignore the fact there is one way only to measure true supply progress, to complete the example. When there are no gun crews or aircraft off their mission because they lack what they need or are authorized to have, only then has there been enough true military supply progress for anyone to brag about. So, we see the first characteristic of a boondoggle artist.

The way something is done—called procedures, documented in much detail—is a lot more important than whether it is done.

Boondoggle artists know the good fighting man is characteristically impatient with irrelevant detail. They know also, though, that if they see to it he has to read enough irrelevant detail, he'll lose patience and go away. When he goes away, no matter how full of doubt he may be, boondoggle artists know it's likely he won't return to check on them anymore. Then, they're safe. They even know that not many IGs have the nerve to tackle them, so deeply are they entrenched. Thus, they go on growing, by taking bites out of themselves. We'll talk about how they do this in a moment. Important now is that their second characteristic is clear.

Boondoggle artists have studied you, the fighting man, a lot more than you have studied them.

More critically, they know how to play up to your weaknesses—for their purposes. Have you ever had the feeling that you've been had, by one of these "experts?" Have you ever felt that all the abstract "things" that he's going to do for you—"after we've made a study"—may end up costing you more than you'd like to afford? Take programming and planning as one example. It used to be an officer's job, and a senior NCO's job. It was admittedly somewhat dull work. It was also hard, sometimes. It carried with it a responsibility not to make unpleasant errors in calculation. So, one day, boondoggle artists posed a question—"Wouldn't it be nice if an expert committee did this for you?" Before you could speak, they went on: "It will only take a small basic section." The fighting man thought it sounded good. He gave up a prerogative on the self-assuring premise he would use the time saved to do other important things. In that small act, the fighter robbed himself of needed experience in a critical skill. He also lost the ability to judge whether he was being hoodwinked and opened the door for sections and directorates and bureaus to grow. These aren't

small, anymore. To date, the fighter hasn't asked himself often enough just how much better programming and planning have really become, as a result of the growing investment in them. He hasn't frequently enough compared them to an earlier date and an earlier rate of effectiveness per unit cost of people. A fighter might be surprised if he made such a comparison. So, we see the third characteristic of a boondoggle artist.

They ease you into "little" things that really carry a big ultimate cost tab. They know you won't be so rude as to exercise a long memory.

"But, new technology has complicated weaponry," you'll hear. Under this guise, more pure and unadulterated loafing goes on than under the guise of any other recent slogan. We forget too frequently it is a slogan. We forget we have a tendency to hear it with our ears, but too seldom apply our brain to it. The professional boondoggle artist knows that only a few people will take the time to check out such too-pat slogans to find the truth. Testing the truth in this case takes questions like "how much?", "where?", or more practically, "is it really so?". So, we see the fourth characteristic of a boondoggle artist.

He has stayed up nights studying about method, when most fighting men have only concerned themselves with results.

I have done a dangerous thing here. I admit it. I have opened the door for the classical ends-versus-means argument. Boondoggle artists will know it, too. They will think at first glance that this is the opening for them to write nasty letters. Yet, what is the military basis for this ends-versus-means argument? Its basis, in my opinion, is a direct evasion of facts and of the constituted mission for our armed forces. When, by a proper vote, the *majority* of the citizens of this nation change our roles and missions, I'll yield to rhetorical argument. Until then, I know only *one* role that has been issued to us. That role is to win, if there is a conflict, so democracy can get another leg up on survival. Until such a publicly-voted change in our roles and missions occurs, I will not be stampeded one-fourth of an inch by some amateur Aristotle who thinks he knows more about the command of armed forces than I, who have devoted my life to the study of it, do. Inevitably, the word intransigence will be applied to me. This tells us something about their fifth characteristic.

Col Ashley's main career interest has been the study of folly. Since there is no MOS for this specialty, he has followed it as a hobby. Recently an IG for USAF training and education, before that he taught nuclear weapons at the Army USAREUR-NATO tactical atomic weapon school. His nineteen year career includes six with Army Engineers. He is now Chief, USAF Cold War Plans Branch, Pentagon.

They have lots of emotionally-loaded abstract words which show disapproval.

They use these words to describe the things they don't like. In fairness, we too have a set of such words, used frequently in inter-service affairs. We should see through this fifth characteristic easily.

It is natural, and in order now, to ask whether a boondoggle artist is a proper citizen? He is. Let there be no doubt about it. There is room in a democracy for all types. The question is whether a military force should maintain such types? Such types have a critically different motivation than we. This is the only real difference between them and the professional military man. Classically, an officer or NCO should distinguish himself in peacetime by showing he is capable of doing a given job *better, with less people,* and *resources,* than the person who preceded him. It is not to our credit, but it *is* in the record, that all of us have not always observed this ancient premise. All I intend to show by citing this fact is that such incidents should be recognized for what they have been. They should not be glossed over. But, set against the correct military peacetime goal, boondoggle artists have quite another motivation. With no oath, as we have taken, to hold him otherwise, we should not be surprised at all that he wants to survive. In *his* world of values, survival means only one thing—enlargement. Survival, to him, means nothing else. Because survival is the same as promotion and promotion, for him, can be achieved only when he gets larger control over larger sub-sections, there is really only one course of action *for* him. Don't think he doesn't know it, if it may be given that he is in at least the grade of GS 3 or better, with an IQ of over 41. Remember, he has no such oath to swear to as we have done. Thus, the sixth characteristic of a boondoggle artist at least becomes partly visible to a careful observer.

If a boondoggle artist doesn't grow, he hasn't been a very smart man on his job.

He can't be called a success, certainly. Not many boondoggle artists I've met like this sort of straightforward shakedown. They've usually done something about it. If you don't believe me, look at the job description in personnel, logistic management, and maintenance engineering. The commander of the forces afield could retire and no one would miss him, according to job descriptions.

Now, reverse the positions. *You* are a boondoggle artist. I'll ignore for this example the few military people who can't make up their minds which side of the fence to straddle. You are a professional boondoggler. Your survival, as you see it, depends on growing. Your work is in proximity to fighting men, of a different orientation. You really don't respect them very much, no matter what you say on national holidays. If the fighting men get their way you may lose your job. You're 42. You have two youngsters. There are bills to be paid. Do you think you'd be naive? Do you think you'd spill the beans to the first shiny lieutenant or tech sergeant inspector who came by to see if everything was in order? Do you think you'd say that all of the shredded-out sections

and workloads had only one *real* motivation—to increase the number and grade of the supervisory level, the procedural level, and the programming and planning level of those who live on nothing else but paper-passing? Would you? This shows the seventh characteristic.

Some boondoggle artists are so far committed that they actually believe that their deeds and expenditures are fundamentally necessary to national survival.

The fact that 20 per cent of such deeds are necessary gives "concrete credibility" to the other 80 per cent that feeds on only its own product and reaction to the product of others.

There is even congressional credence given to this belief. Just so long as the armed services are used as a financial funnel through which congressional-interest money may be directed toward special economies, that long there will remain the basis for the belief in the worth of boondoggle artists. So, why should small troops fight it? "Why not face the fact that better than two per cent of the gross national product is going to continue to be fed back through the armed forces to the economy," they say. "After all," they go on, "we fought WWII and used up better than 36 per cent of the gross national product. It didn't hurt us. Now the armed forces only take about nine per cent." That's a hard argument. It shows an eighth characteristic.

The boondoggle artist has hard arguments—good ones—supported by statistics that are at least based on credible fact.

"Just look at the record," he asks. But, he doesn't say you should look at it from his point of view. His point of view is different from that of a fighting man. It makes a difference.

Up to this point, we've only talked about the basic characteristics of a boondoggle artist. You may have a fairly good picture by now of who *may* be one. But, there is another matter that needs to be considered before you may become real sure that you've really smoked out a boondoggle artist.

You've got to check next on how he talks. This will act as a steady clue that will take your hunch about a potential candidate out of the hunch stage and put it into the fact stage. The talk patterns of a boondoggle artist are almost constant. They invariably use such verbs as

. . . manage . . . coordinate . . . surveille . . . monitor . . . delegate . . . contrive . . . generalize . . . postulate . . . etc.

They hate the verb *command.*

Nouns and noun phrases also have a sort of sacredness and common usefulness. The nouns and noun phrases they use a lot are *committee, procedures, ad hoc groups, supervisors, span of control, homogeneous assignment, time-wise, state of the art, etc.* They will object to the use of the term noun phrase, naturally. They feel they are purists. They spend so much time with grammar, names, and nit-picking that they frequently obscure the point of an idea in words.

Finally, their speech is full of stock devices for persuasion that start with, *from industrial experience, science has proven, reliable sociologists have reported, in a test run by Du Pont, the Hawthorne studies have showed conclusively,* etc.

Now, you may come to some conclusion. If you have a yen to find yourself some boondoggle artists, you now have a framework in which to do it. Just ask questions. Keep the questions coming back around to exactly what he does. It will be a great deal different than what he has told you he does. And, that's the final clue. When you finally get down to what he *really* does, you then have a basis for deciding whether in Ben Franklin's phrase, the candle is worth the hire. This technique doesn't apply to hiring a secretary, naturally. Whether she can type or not, different criteria apply.

You may ask *whether* you should try your hand at smoking out boondoggle artists?

The answer to this is your decision. It depends solely on whether you feel any compulsion at all to set your own share of the armed forces' house in order. Whether or not you should feel any compulsion to do this will depend directly on your professional opinion about whether the armed forces should indeed any longer survive. Armed forces as we have known them have today no inevitable lease on life. In a democracy, armed forces survive only so long as they meet a necessary role. In peacetime, and during a cold war, a $40 billion slice of the economy inevitably looks big, even though in reality it is a small per cent of the gross national product.

When and if there are further cuts, then, the first to go from the armed forces should be the boondoggle artist, in favor of the men who carry firepower. It is the proper concern of other agencies of the government and the boondoggle artist's own concern as to what happens then to him.

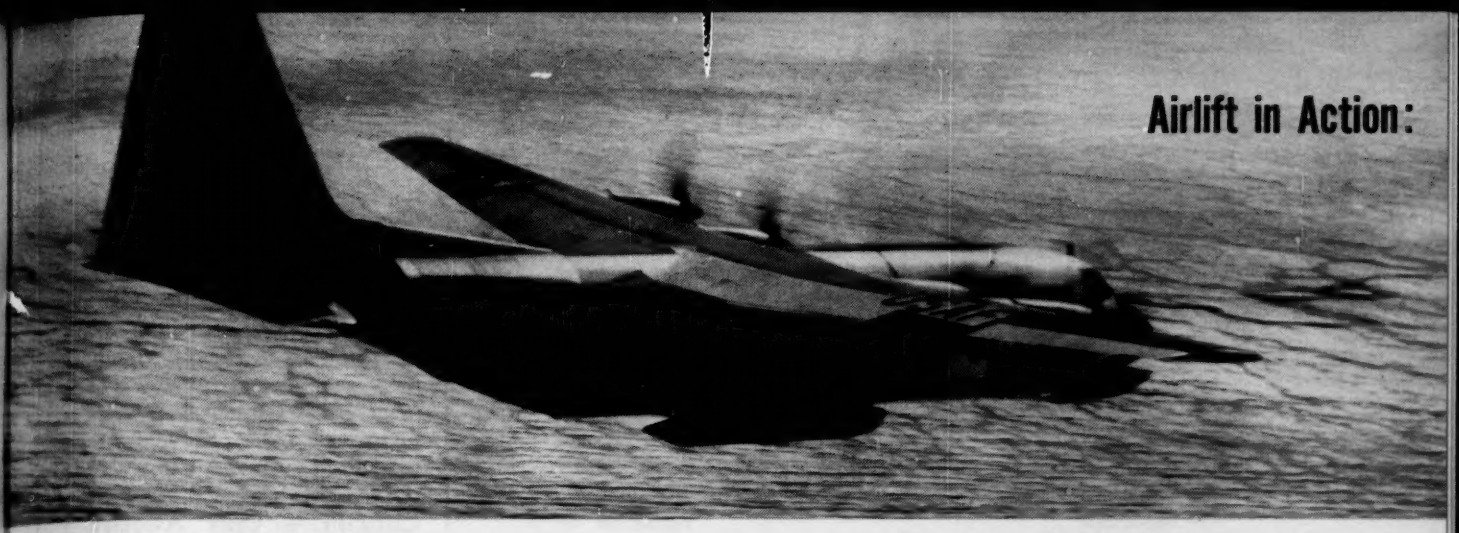
So, although you may never relieve one, you ought to know how to spot a boondoggle artist. Such a skill may one day mean the difference between firepower preparedness and second best. USMC

★ ★ ★ ★

For Once It Paid

FISCAL OFFICERS TODAY MUST BE REAL actors—able to shed tears and blood at the drop of the budget. Their tales of hardship and local slum conditions, when presented to higher authority, must be documented back to Archibald Henderson's day. Thus, a phone call to HQMC from a field fiscal officer came something as a shock. "This budget we're sending you," the officer said, "is strictly honest. Don't go cutting it like you did when we were lying to you." He got his money.

$15.00 to Capt J. H. Bolton



Airlift in Action:

"Ski-130" lands heavy cargo on both Polar Icecaps

—a "Feat of Hercules" unmatched by any other plane

A dramatic new phase of the U.S. Navy's *Operation Deep Freeze 60* began with the recent landing of a ski-equipped Lockheed C-130 HERCULES at the South Pole—after a 770 mile flight from McMurdo Sound, Antarctica.

The huge 62-ton "Ski-130" which accomplished this historic "first" is one of seven U.S. Air Force Tactical Air Command prop-jet HERCULES transports—all ski-equipped—assigned to assist the U. S. Navy in support of the United States scientific effort in Antarctica. Recognizing the advantages of this go-anywhere, haul-anything airfreighter for *Operation Deep Freeze 60*, the Navy has ordered four "Ski-130s" of its own.

The Jet Age airlift provided by these C-130s will make possible the improvement of buildings to house the expedition's scientists and equipment—thus expediting the entire program. It has been estimated that a full year in time may be saved. In addition, costly breakage of delicate equipment and supplies, previously dropped by parachute, will be eliminated—at an estimated saving of $1 million.

Only a few months ago these same TAC "Ski-130" sky giants transported 26 million pounds of construction equipment and materials—and more than 1500 workers—to Distant Early Warning sites on the Greenland Icecap. This record-breaking Arctic airlift was completed well ahead of schedule.

Now in flight test: the new Boundary Layer Control version of the C-130 HERCULES, which will operate from extremely short, unimproved runways.

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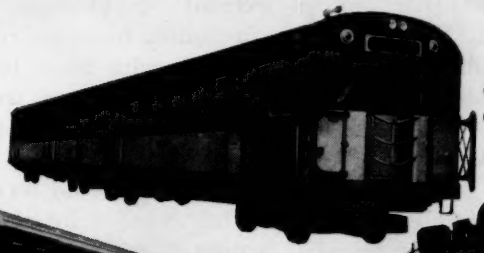

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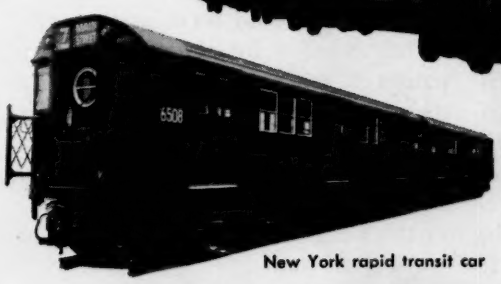

New York rapid transit car

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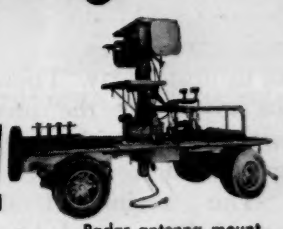

Radar antenna mount

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RESERVE REGIMENTS

By Capt L. Dure III, USMCR

WEEK-END DRILLS (ALL DAY SATurday and Sunday once a month) offer numerous and obvious training advantages to the Reserve. They also permit joint exercises with nearby units. Unit COs can now exercise each Marine in his respective functions in the field. To maneuver against essentially unknown troops over new country is also a great unifier for troops that muster only one weekend a month. It provides unit integrity.

But, this type of training, beneficial as it may be, can only be partially exploited by the present Reserve district organization. The district headquarters, now the next higher echelon to each unit, is necessarily remote and impersonal in the eyes of these far-flung outfits. It is not organized as a coordinator of the training activities of the various units. Lateral communication in training matters between the individual units is not helped by the present organization. An administrative district headquarters has proved adequate so long as its units conducted limited training two hours a week. But the district concept cannot support the potential of its units today. The solution may be to replace the present district organization with a regimental organization.

The regimental headquarters would be manned by members of the Regular establishment as is the present district headquarters. However, this new organization, similar to an FMF regiment, would contain a full scale S-3 section to exploit this new-found capability of the individual units. By coordinating the training efforts of the individual units, joint exercises between rifle units will be more easily realized. Regimental support units such as Truck Companies, Artillery Batteries, etc., can function in support —an opportunity which at present must wait until annual field training.

The rifle and infantry units of the regiment should be organized into battalions. The battalion headquarters would be made up of Reserves. There are already many Reserve battalions (usually restricted to large cities), but strength rarely exceeds 350 troops. The nearby companies have no command relationship with these battalion staffs. Consequently, they receive no staff support from them. Under a regimental organization, however, battalion staffs would serve as the next higher echelon for the nearby companies as well as for the companies training in their own towns. Personnel administration and supply matters could bypass the battalion staff and be handled by members of the Regular establishment on the regimental staff.

Figure 1 is a proposed reorganization of the 8th MCRRD. The function and manning level of the existing units have not been changed. These units form four infantry battalions. Six units have functions that link them directly with regiment and are not included within the battalions. The only changes necessary to fit units into battalions were the formation of one new battalion staff (El Paso), the downgrading of one present battalion into two rifle companies with the elimination of its staff (San Antonio), and the deletion of the Staff Group at New Orleans. The number of Marines in each battalion is reasonably balanced. Each battalion represents a workable geographical region—close enough for battalion coordination of training matters. The biggest change proposed is the displacement of the regimental (now district) headquarters from New Orleans to Fort Worth. This problem may be peculiar to this district.

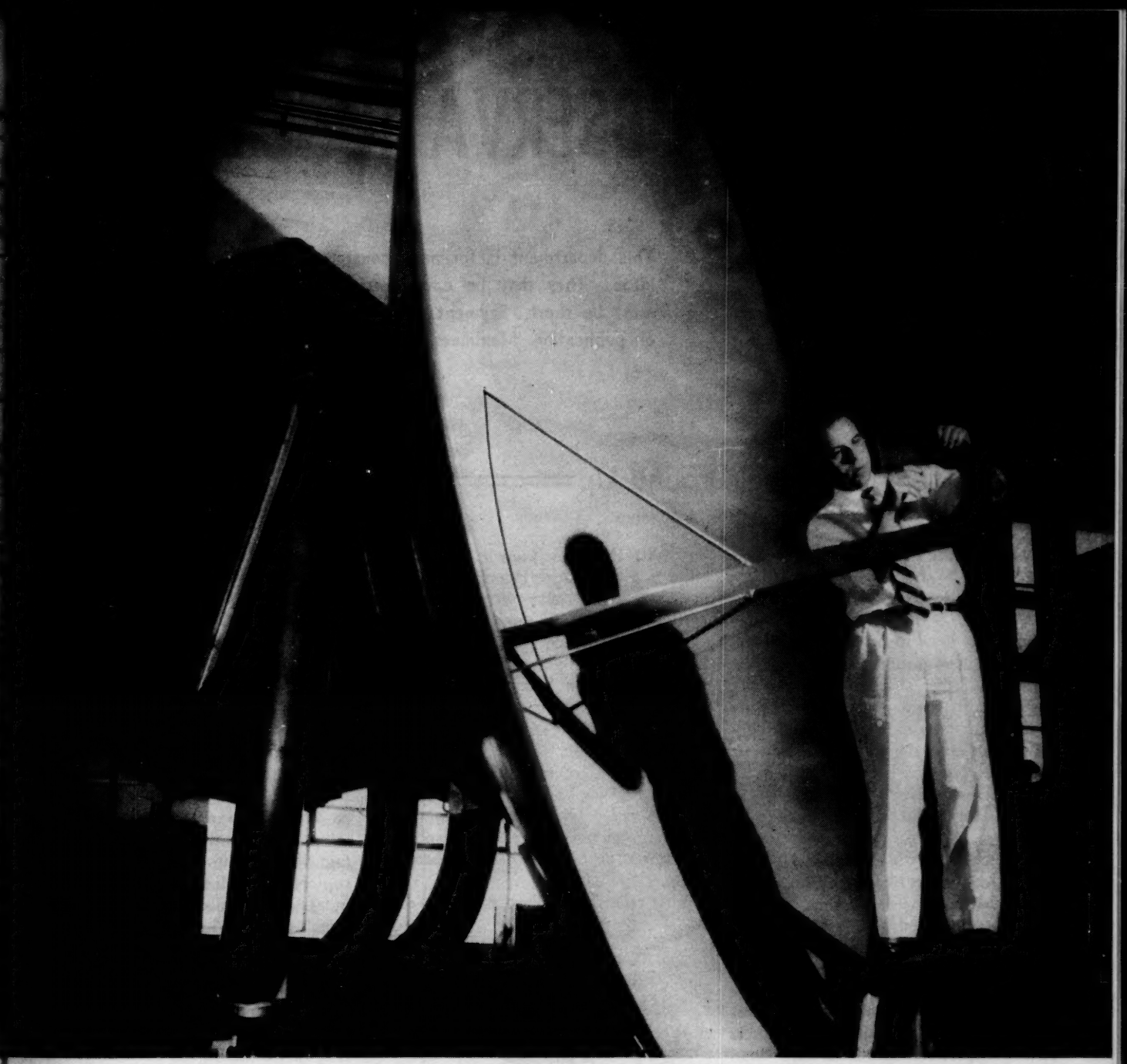
For a joint operation, Fort Smith rifle company serves as aggressor against the Oklahoma City companies. The Tulsa truck company provides Motor Transport support. The number of such combinations with supporting elements, is enormous within this proposed regiment. Only with great difficulty and delay can such exercises be set up through the present district organization. Even then it would have to be instigated by one of the participating units, "sold" to the other participating units, and carried out without a coordinating level of command—the battalion.

Other Reserve districts lend themselves to a regimental organization as readily as does the 8th District. In some cases new battalion staffs would have to be formed, but they would not have to be confined to large cities, since the companies comprising these battalions would be scattered throughout the adjacent towns. Result: Better and more realistic training for reserves. USMC

8th MCRRD Organized as a Regiment

LOCATION	MANNING LEVEL (enl)	
Ft. Worth	Regimental Headquarters	
	1st Battalion	Total 695
New Orleans	2 Rifle Cos & BnHq	280
Lafayette	1 Rifle Co	165
Beaumont	1 Rifle Co	110
Port Arthur	1 Rifle Co	140
	2nd Battalion	Total 885
Houston	3 Rifle Cos & BnHq	415
San Antonio	2 Rifle Cos	320
Austin	1 Rifle Co	150
	3rd Battalion	Total 605
El Paso	1 Rifle Co & BnHq	200
San Angelo	1 Rifle Co	85
Abilene	1 Rifle Co	100
Lubbock	1 Rifle Co	120
Wichita Falls	1 Rifle Co	100
	4th Battalion	Total 645
Oklahoma City	2 Rifle Cos & BnHq	285
Fort Smith	1 Rifle Co	100
Little Rock	1 Rifle Co	160
Shreveport	1 Rifle Co	100
	5th Battalion (Arty)	Total 640
Dallas	2 105 How Btrys & BnHq	300
Fort Worth	1 105 How Btry	160
Texarkana	1 155 How Btry	90
Waco	1 75 AAA Btry	90
	Regiment Support Units	Total 835
Midland	1 AT Co	85
Amarillo	1 AT Co	120
Tulsa	1 Truck Co	140
Galveston	1 AmTrack Co	100
Corpus Christi	1 Recon Bn	270
Albuquerque	1 Recon Co	120

Figure 1



Twelve-foot diameter dish of WSR-57 "Stormfinder" radar. System operates at S band, has 250-mile range, 500 Kw output.

Now being delivered to the U. S. Weather Bureau are WSR-57 weather detection radars. Each unit covers 200,000 square miles, tracks storms, identifies rain, snow and fog. This equipment is designed and produced by Raytheon.

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EXCELLENCE IN ELECTRONICS

OBSERVATION POST

This department is for new, constructive ideas. They may be controversial; they must be short. Payment at regular rates on publication. Maximum, 60 dollars.

From the Ground Up

By LtCol John A. Crown

THE MARINE CORPS IS AN AIR-GROUND team. This is one of our unique features, one which makes us a true force-in-readiness.

Much has been done to lessen differences between ground and air officers, and to strengthen the bond between the two. Aviators and ground officers sit side-by-side in formal schools; their subject matter covers both ground and air operations.

The cross-training program wherein aviators are sent to ground staffs, and vice versa, is another concrete means leading to better understanding.

Joint maneuvers like the recent BLUE STAR exercise is still another.

There can never be "too much" understanding; efforts continue in this direction.

A recent effort has been the Senior Officers Jet Indoctrination Course set up at El Toro by MajGen S. S. Jack, CG, AirFMFPac. Students are field grade officers of 1stMarDiv and Force Troops, FMFPac.

To evaluate the course only three classes were planned, but these proved so popular that, since February, classes are being held every other month. A special course was conducted in January for ground officers on the staffs of AirFMFPac and 3dMAW. Marine Training Squadron Two (VMT-2) is responsible for the course.

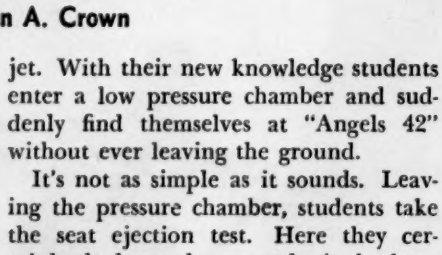
Students—limited to six per class—are given first a brief flight physical. They are issued flight gear: flight suit, "G" suit, hard hat, oxygen mask, gloves. A final touch: fur-collared, leather jacket. (Sighs of regret are clearly audible when these are reluctantly surrendered on completion of the course.)

Ground officers are initiated into the mysteries of the APH-5 helmet, oxygen mask, oxygen regulators, parachutes, ejection gear; they learn how a pilot survives after escaping from a crippled jet. With their new knowledge students enter a low pressure chamber and suddenly find themselves at "Angels 42" without ever leaving the ground.

It's not as simple as it sounds. Leaving the pressure chamber, students take the seat ejection test. Here they certainly do leave the ground. A checkout in the F9F8T two-seater jet closes this instruction phase.

The climax comes on the final day of indoctrination. Each student is assigned a pilot and a plane. After accompanying the pilot during pre-flight inspection of the jet, he begins his first supersonic flight.

First is a rapid climb to about eight



miles over the ocean, a sudden roll—then a power dive through the sonic barrier. The student is now a "Boomer."

Initiation out of the way, pilot and student maneuver over the terrain as though the plane were in support of ground troops. A helicopter ride can show how hard it is to locate ground targets and destroy them. A trip in a F9F is completely convincing.

In the three short days the jet course takes, ground officers learn to appreciate the capabilities and limitations of Marine aviation in performing its part of the air-ground mission. USMC

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A BETTER WAY

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A Better Way . . .

To Orient Heli-Teams

By Maj H. A. Checklou

HELI-TEAM ORIENTATION ON DEBARKation at the landing site is important for fast deployment. On leaving the helicopter, the heli-team leader faces the immediate problem of orientation. Here's one way he can get his bearings:

The illustrated orientation card (next page) reproduced locally on regular 3 x 5 index cards, simplifies such orientation. The keynote is a relative bearing for deployment as opposed to the direction of the helicopter at time of touchdown.

The mechanics of using the card are simply to issue a card to each heli-team leader prior to embarkation. The leader must then insert in the appropriate space the heli-team number (serial numbers, if heli-teams have been so designated); name of the leader and sector toward which landing is desired, i.e., red, blue, blue-green, etc. The landing zone or site is normally marked by pathfinders with colored panels (colored lights at night), prior to arrival of the troops.

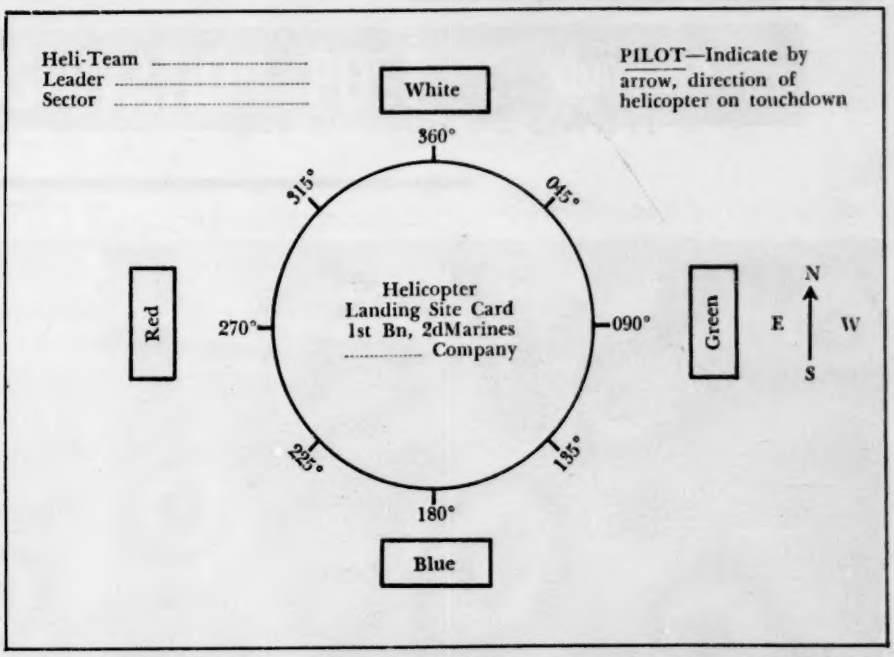
During flight, the heli-team leader should hand the orientation card to the pilot. The latter indicates, by pencilled arrow within the circle, the direction of the helicopter on touchdown. Marking is done just prior to touchdown to insure correct direction, since a shift in the wind may affect the aircraft at the last moment. Pilot indoctrination is essential prior to embarkation and can be

covered at routine briefings.

The marked card is then returned to the heli-team leader. If properly briefed, he should have no problem in expediting timely and well-oriented deployment of his troops toward their assigned sectors.

The usefulness of the card has been tried and proven with considerable success, during actual exercises conducted by 1stBn, 2d Marines. Result: Little if any wasted motion in movement of heli-teams to assigned sectors after debarking. USMC

MAAG
Sattahip, Thailand



A Better Way . . .

To Stock Ordnance

By ASSgt A. T. Healy

LACK OF ONE NEEDED ITEM IN SUPPLY can have broad complications. It might deadline a vehicle or make a major item unserviceable. The perhaps small, inexpensive part not available in local supply has to be procured by a long drawn-out requisition. It's not uncommon to wait several months for the part. This becomes a bigger problem yet for FSR ordnance repair facilities overseas.

An example: A simple small resistor burns out in the electrical panel of a rangefinder. Replacement resistors are not locally available. Past back-order requisitions, dating back months on the same item, are still awaiting delivery.

What action does the repair technician take? He has two alternatives. He can declare the expensive rangefinder unserviceable. This deadlines a tank and four-man crew until a new instrument is procured and installed in the vehicle. Or, perhaps the instrument repair technician can improvise with the defective resistor and, by using techniques not listed in SOP, get the rangefinder to work.

What can be done? First, the Optical Instrument Shop, Artillery Shop and Small Arms Shop should each have a separate supply section with its own supply personnel. This supply section should be near the repair shop and its personnel trained in fundamentals of ordnance repair they support.

With a merger of an ordnance repair shop and supply units, parts could be easily identified and catalogued, stock levels maintained, and items stored properly (binoculars and telescopes put in "hot lockers"). USMC

MS&M Bn 3dFSR
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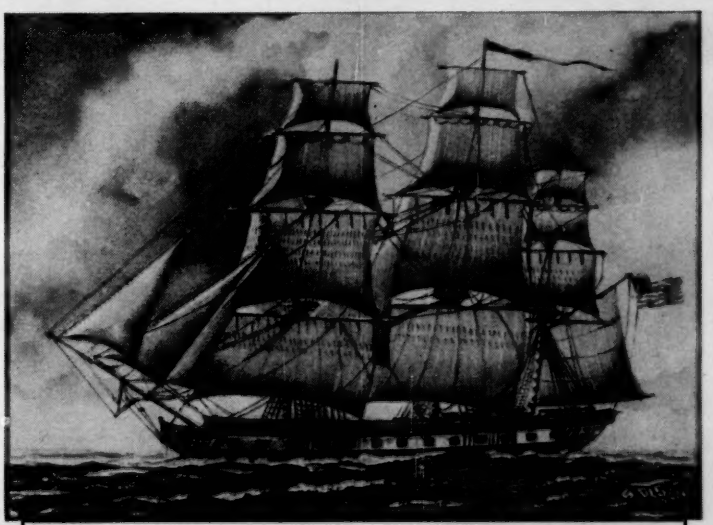

LOW COST PROTECTION. USF ESSEX. Originally fitted out in 1799 and built by public subscription the Essex afforded low cost protection for the people of the United States. Carrying 32 guns she gained fame on her famous raiding cruise in the South Pacific from 1812 to 1814.

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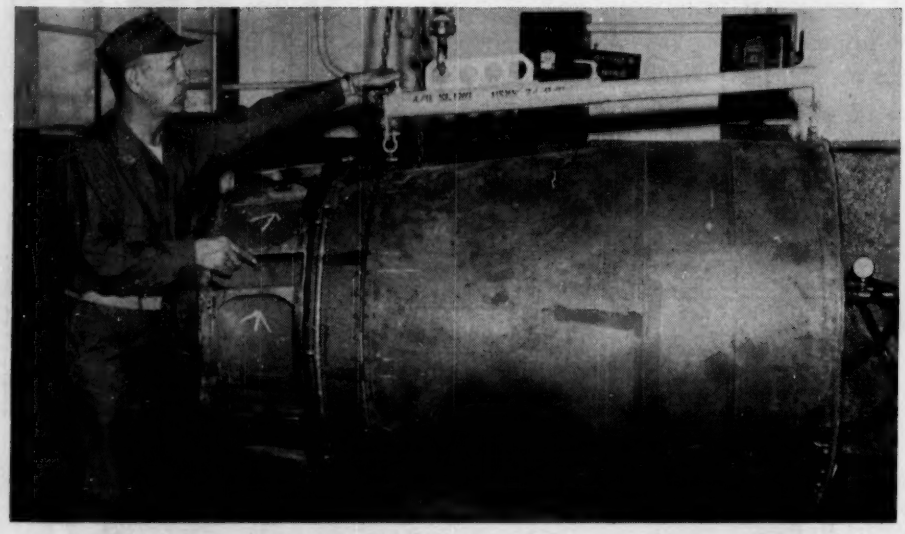
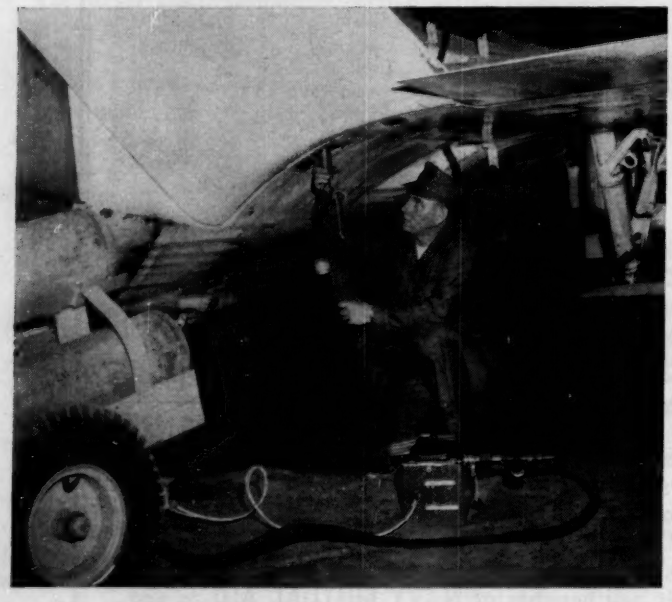
What better ways has your unit found to do its job? Tell us about it. We'd like pictures and, of course, the name of the Marine who came up with the idea. Here are four reasons why Marines of H&MS-24, MAG-24, 2dMAW are doing their job better. Can you match them? Send your Better Ways to GAZETTE, Box 1844, Quantico, Va. Payment on publication.



A BETTER WAY to hoist 800-lb jet afterburner was thought out, jury-rigged by SSgt Ben Schaffer. His sling is an 18-in sleeve which slips over main sling, is held in place by two screw bolts. Sleeve adjusts to shifts in weight caused by removing sections of the afterburner assembly, keeps remainder parallel to deck.

A BETTER WAY to protect fragile jet engine bearings during overhaul was designed by Cpl C. M. Meriman. His "jewel box" costs less than one dollar to build, keeps delicate surfaces and joints safe from bumps and grinds—simple but effective.

Captions by LCpl Bob Wright; photos by AGySgt E. Nordstrum, ISO 2dMAW.



A BETTER WAY to rid oxygen systems of moisture worried Sgt J. L. Rogers. Moisture freezes on contact with liquid oxygen, blocking pilot's air lines. Result: Blackout or even asphyxiation. Lines are cleared by forcing pre-heated nitrogen gas through the system which causes any moisture to evaporate. Problem: Heaters were too big, too heavy. One heater required a cart four feet high by two feet wide, left room for only two bottles of nitrogen. Without bottles the heating unit weighed 100 pounds. Rogers was after a lighter, more compact unit. He built one using heating element from an old oil tank immersion heater, enclosed in an insulated metal box 24 x 7 x 7 inches. It does the same job, weighs 37.5 pounds, mounts on a six-bottle cart. Three times as many aircraft can be serviced before refilling bottles.

A BETTER WAY to ease shortage of multi-thousand dollar portable generators was a joint project. Squadron avionics Marines built this birdhouse (lower left) to allow a permanent power source inside hangar to be used for making flight line avionics checks. Power lines from hangar to aircraft juncture at birdhouse switchbox. Switchbox lets technicians control flow of current from hangar to plane.

OBSERVATION POST CONTINUED

782 Gear and 783 Excuses

By Capt F. R. Bowie

WE'VE READ A LOT LATELY ABOUT supply and administration, usually at battalion level and above. How about in companies and batteries—or the individual Marine? To cite one area close to home, how about the way we control and issue individual equipment, better known as 782 gear?

Under the present system, 782 gear is organizational property. A Marine gets a complete set when he reports in, if it is required. He signs a receipt which must be filed and maintained. The items drawn are seldom new. Periodically, gear must be surveyed. Hence, the need for "back up" stocks. With all the paper work, sets still seldom match in color or state of wear. This doesn't move the Marine to keep his gear in a high state of cleanliness and appearance.

Another disadvantage is this: each unit is judged partly by inspection results; the man with worn equipment can often easily survey it.

At one time 782 gear was individual property. Each Marine was issued a complete set at boot camp, and items were replaced as they became unserviceable. The switch may have been because Marines on independent duty don't need 782 gear—the Marine Corps would save money if only those Marines who need it get it.

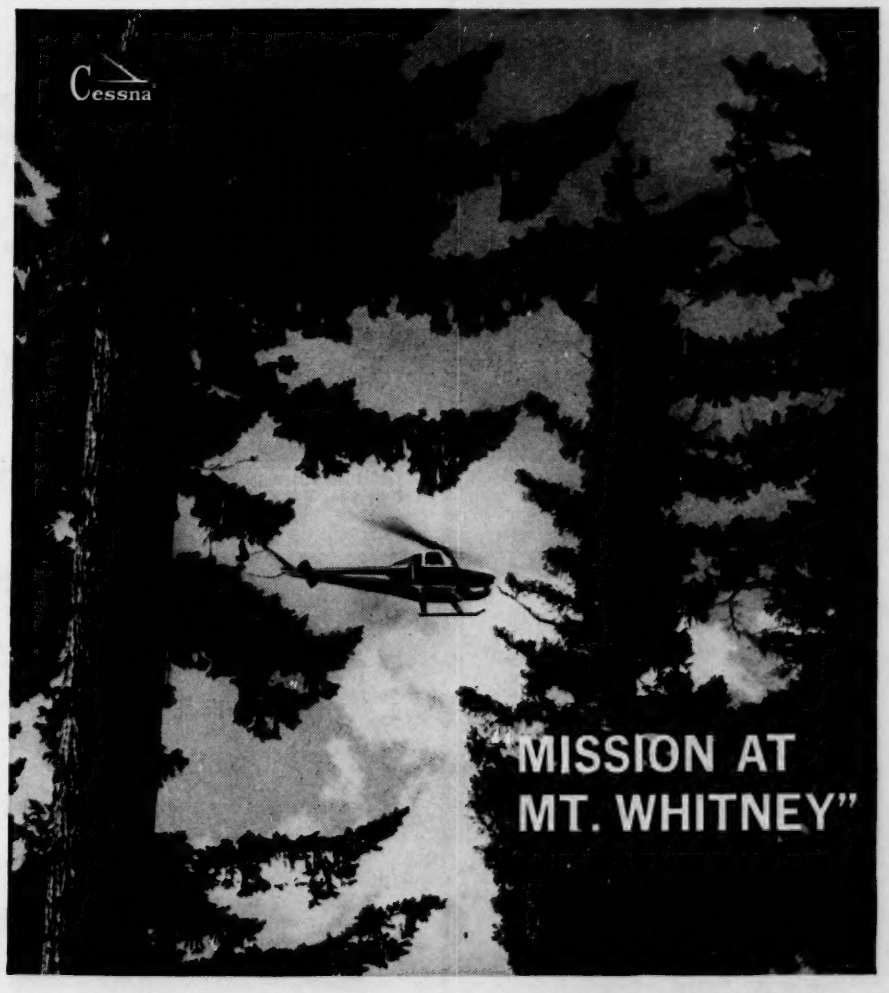
Is this really true? Consider the amount of equipment that must be carried as back-up supplies and that must be maintained at all levels. I would guess that the amount of 782 gear per Marine has increased. Certainly the paperwork to keep track of it has gone up.

To reduce overall cost to the Marine Corps, cut down paperwork, and improve troop appearance, let's look again at the old system of issuing gear. Each Marine could be issued a complete set of equipment at boot camp, along with his clothing issue. Mark it with his name, and it becomes his personal equipment and stays with him during his entire enlistment. An entry lists it on page 11 of his SRB. Possibly the 782 gear needs for air units are less than for ground. A readjustment of the amounts issued would allow for this and would show on their Page 11 entry. Officers could be issued, or required to purchase, a set of 782 gear upon commissioning.

Prior to release from active duty, the Marine would turn in his 782 gear. Another entry on Page 11 would show this. For Reserve training he would draw gear from his Reserve unit, or from the Reserve Liaison and Training Section at the base where training is received.

If an active duty Marine is assigned to a duty station where he does not need 782 gear he would still take it along, maintain it, and have it upon his return to the FMF.

Replacement of lost, damaged, or unserviceable items would be handled in one of two ways. If loss or damage was through no fault of the Marine, (fire, loss in shipment, etc.) he would submit



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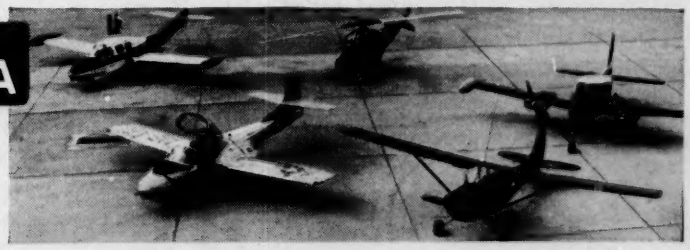

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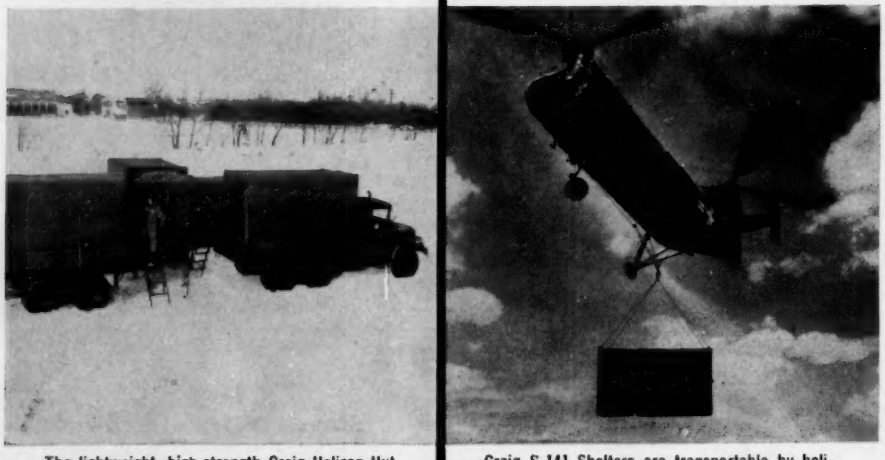

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782 Gear

a claim as he does for clothing; the items would be replaced in kind. If, however, the loss or damage was due to neglect, the item would be replaced at his expense. Excuses such as "I set my canteen cup down and someone took it" would not be valid.

The source of supply for 782 gear would become cash sales. Unless items were being replaced as a result of a claim for unavoidable loss, the Marine would pay for his 782 gear as he does for his clothing. Usable 782 gear turned in by personnel being discharged could be sold through cash sales at cut rates, increasing the possibility of matching older sets when replacing items.

The advantages of this system are obvious. First, instead of opening a unit stock record for each man as he reports in, maintaining it, and closing it, only two entries would be required in his SRB. Second, instead of all supply sheds stocking 782 gear, it would be handled by cash sales, along with clothing. Third, since the 782 gear would be marked with the Marine's name, items lost (both in the field and in the barracks) should drop—drastically. Last, since each Marine knows that any replacement would probably cost him money, he'll be more interested in taking care of his gear.

US MC

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A Better Way . . .

To Plug Leaks

By 1stSgt L. R. Anderson

PROBLEM: THERE IS AN INSPECTION coming up. Your outfit is short many, many cork gaskets for canteen caps. Supply sergeant says he can't possibly get any before the inspection.

Solution: Remove cork gasket from any used beer or pop bottle cap; insert in canteen cap. These fit poorly and have a scraggly look.

There's a better way.

Take a six-inch piece of scrap water pipe, same diameter as canteen cap. Sharpen one end of pipe on a grindstone. Now scrounge scraps of sheet cork. Hobby shop, motor transport, hangars are good sources.

Give cork and sharpened pipe to one Marine; put him to work punching out gaskets. Cookie-cutter fashion.

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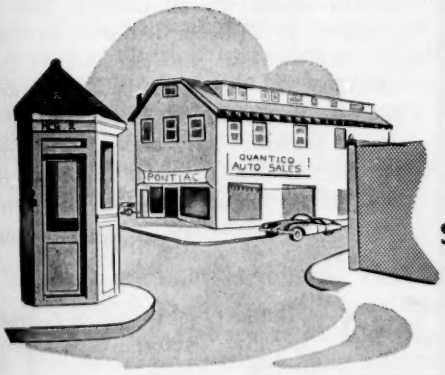

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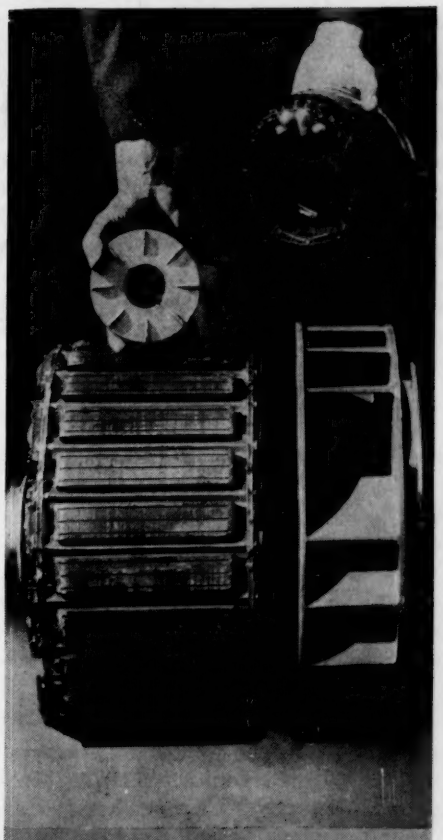

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THE SCHOOL SOLUTION

(Answers to questions on page 40)

1 (b) Reference: Subcourse 5111 Assignment Pamphlet, paragraph 12. The primary casualty-producing effects of a nuclear explosion are thermal, nuclear radiation, and blast.

2 (a) Reference: SM-28, Section 1, paragraph 2. The Marine Corps has as one of its missions the responsibility for developing those phases of amphibious operations that pertain to the tactics, technique, and equipment used by a landing force.

3 (d) Reference: TIP (ARM)2, paragraph 5c, or Provisional Tables of Organization. One close support battalion is armed with twenty-four 4.2-inch mortars and each of the remaining two close support battalions is armed with twenty-four 105mm howitzers.

4 (b) Reference: MCS 1-1, paragraph 40b (2). One of the two major objectives sought by the G-1 in assisting the commander is to keep to a minimum losses in manpower due to trials, punishment and confinement.

5 (b) and (c) Reference: TIP (J)4, paragraph 28h. Flexibility in the defense is enhanced through increased mobility provided by the helicopter, and to a lesser degree by trucks and LVTs, allowing rapid shifting of units to counter enemy attacks. The ability to rapidly shift supporting fires is also necessary to meet unexpected enemy threats. A high state of training and discipline contributes to the flexibility of the unit by facilitating accomplishment of the commander's plans with a minimum expenditure of time and effort.

Large quantities of supplies on hand tend to make a unit relatively immobile, thus reducing flexibility. Plans can seldom be prepared to provide for all contingencies, and adherence to plans regardless of the dictates of circumstance adds to *in*flexibility.

6 (c) Reference: SM-72, paragraph 4. Although the FSCC is a special agency set up to coordinate fire support, this coordination is a responsibility of the commander, which is under the supervision of the G-3. To accomplish this, the G-3 must be constantly aware of the actions of the FSCC, as that agency must also be constantly informed of the actions of the G-3 section.

7 (a) Reference: SM-68, paragraph 4c (3). Staff planning for the action stated in the question is a responsibility of the G-4/S-4 as outlined in the reference and *US Marine Corps Staff Manual.*

8 (b) Reference: TIP (INT)2, paragraph 3. The problem is vastly different for the following reasons: a) Little or no opportunity exists for any personal reconnaissance prior to the assault. b) Prior to the assault, only limited employment of the organic collection means of the landing force is possible. c) The elapsed time between the receipt of the mission and the execution of the mission is usually of such duration that major changes in the enemy situation may occur during this period. d) The problem of dissemination of intelligence during the movement to the objective.

9 Maneuver (shifting) of supporting fires. Reference: FM 100-5, paragraph 125.

10 (a) and (c) Reference: TIP (LOG)1, paragraph 23b. The shore party must be organized to support the tactical organization and plan for landing of each unit in the landing force. (b) is considered to be a logical distractor. (d) is not correct since the organization for embarkation is tailored to support the plan for landing, and generally the latter and the organization of the shore party is determined before embarkation organization is made up.

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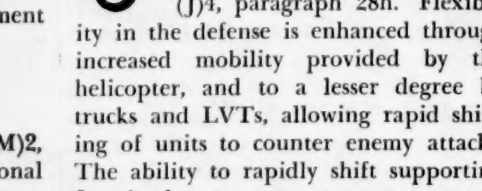

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(Continued from page MCA—8)

the arrival of goods at destination before the arrival of the member—or non-availability of housing at the new duty station, etc. You are entitled to *temporary* storage for 90 days immediately, whenever you do not have a residence address to ship to at destination. You may be granted an extension of storage for an additional 90 days *providing* you are able to furnish sufficient justification for needing the additional 90 days of storage. The "Storage Certificate" listed in para 7 is used for this.

Excess Costs

Excess cost—or checkage of the Marine's pay account for unauthorized services or expenses may happen in a number of ways, the most common being:

- Marine being over his authorized weight allowance
- Shipment to unauthorized points or destination
- Split shipments—goods shipped in separate lots
- Unauthorized express shipments
- Having the carrier perform special services, such as crating of TV sets, making pickup of goods at various locations
- Storage over authorized time limit

Handling of TV Sets, Deep Freezes, Etc.

Certain action must be taken by you as the owner in connection with your major appliances before the arrival of the carrier and prior to handling by the carrier:

TV Set—have antenna removed and dismantled.

Deep Freeze—Arrange for the disposition of the food contents of your unit inasmuch as carrier will not assume responsibility for the contents, if spoilage occurs. Recommend that the unit be emptied and cleaned before moving by the carrier.

Refrigerator—defrost and clean the day before moving; trays and glassware will be removed by the packers and safely packed in proper containers.

The household appliances which require "servicing" to make them *safe for transportation,* may be serviced at government expense. Do not confuse "servicing" with work of a repair nature, or connecting or disconnecting of appliances, which is not authorized at government expense. Servicing does not include *crating* of any article. At destination, you are authorized to have the items de-serviced, which again does not include connecting or any type of work of a repair nature. Ask Transportation Section which articles the manufacturers recommend servicing. Also, itemize appliances by type, trade name and year of manufacture.

Retired Personnel

When you are transferred to the Fleet Marine Corps Reserve, or placed on the retired list, or retired by reason of physical disability, you are entitled to ship your goods anywhere in the US or its territories or a foreign country. Your shipping right is based on the place or point where you elect to draw mileage allowances and is not restricted to your home of record or the place from where you were called to active duty. Your effects may be shipped to wherever you draw your mileage allowance.

You need not ship your goods immediately upon retirement but are allowed to delay your shipment for a period of one year from the date your active duty is terminated. In such cases your goods may be placed in storage at government expense. Warning: If you exceed the one year time limit by so much as one day, you cannot obtain your shipment at government expense. Keep in mind *the date* your active duty ended. One important restriction to remember: once you elect or draw mileage, you are in fact selecting your "home" for the purpose of drawing a mileage allowance. Under current regulations, Joint Travel Regulations provides that "shipment of household goods to any place other than home of selection is not authorized, comparative cost notwithstanding." The restriction will not permit you to select a home at one point, and then obtain shipment of your goods to some other point, even though it would be of lesser mileage and possible lesser cost to the government.

As a retired Marine you are entitled to all the benefits of packing, crating, drayage, transportation, unpacking, storage, etc. Your goods can be shipped by rail, water, truck, van, express, whichever is the most advantageous to both you and the government. Excess cost applies equally to your category.

Responsibilities of the Owner

To efficiently move your goods you must assume certain responsibilities:

- You or your agent *need to be at home* on the day the carrier is scheduled to commence packing and/or picking up your goods.
- If you have two or more shipments, i.e. a shipment by van and a shipment by express, *separate* the two lots so that the carrier will know precisely what he is to pick up.
- Tell packer items you do not want to be shipped.
- Dishes, china, glassware, cooking utensils should be thoroughly cleaned before arrival of packers. You may desire to have your rugs, carpets, blankets and clothing cleaned prior to the arrival of the packers.
- Curtains, drapes, blinds should be removed from windows in advance.
- If your orders are cancelled or modified, notify the origin Transportation Officer *immediately* so that steps can be taken to stop the shipment enroute or to divert it to new destination. Joint Travel Regulations places this responsibility on you.
- If you have given a residence address for delivery of your goods at destination, *you must be at home* to receive the goods.
- Check goods carefully for loss or damage at the exact time they are being delivered. Remember you are entitled to unpacking of barrels and cartons or boxes at time of delivery; you can check for hidden damage by having your goods unpacked in their entirety at time of delivery.

Insurance

For insurance, contact the commercial carrier who will transport your goods. The Transportation Section cannot arrange for insurance handling. The following table indiactes the *maximum amount* the carriers can pay you, under law, for any loss or damage for which the carrier is liable, unless you carry private insurance.

Rail Carriers	10¢ per lb. for damaged item
Truck Carriers	10¢ per pound for each damaged article
Railway Express	50¢ per lb. if over 100 lbs. $50.00 for shipments weighing up to 100 lbs.
Van Carrier	30¢ per pound for each damaged article

The above coverage is mandatory on the part of carriers; no insurance policy is issued. The carrier is permitted to make settlement on the basis of weight, not the owner's value of the commodity.

★ General Officers ★

Retired

Salmon, R. D. 9903 30Apr

Colonels

Permanent Promotions, Reserve

Engelder, P. O. Mar

Temporary Promotions, Reserve

Adams, H. K. Apr
Bardet, P. E. Apr
Barry, R. Apr
Brock, J. H. Apr
China, G. M. Apr
Collins, J. V. Apr
Crockett, R. H. Apr
Cushing, W. H. Mar
Erskine, J. C. Mar
Faulk, J. J. Apr
Fredey, R. B. Apr
Gaffney, W. L. Apr
Golden, N. H. Apr
Griffith, J. B. Mar
Hall, B. F. Apr
Hannan, W. J. Apr
Hegner, C. F. Apr
Henri, R. Apr
Hicks, L. G. Apr
Houston, L. W. Mar
Jacobs, R. D. Apr
Laughlin, C. H. Apr
Martin, W. N. Mar
Mayo, R. S. Apr
McCalla, J. L. Apr
McDonald, J. E. Apr
Messer, J. S. Mar
Meyersburg, R. B. Apr
Miller, H. S. Apr
Morgan, T. G. Apr
Oldfield, W. B. Apr
Oppenheimer, H. L. Apr
Patrone, M. P. Mar
Pritchard, H. E. Apr
Rogers, E. J. Apr
Rutledge, J. M. Apr
Schacher, M. Apr
Shepard, R. B. Apr
Simpson, R. M. Apr
Smith, C. G. Apr
Sturgeon, R. D. Apr
Taylor, D. C. Apr
Thomas, C. M. Apr
Twitty, L. M. Apr
Vanderhoof, R. A. Apr
Wayman, J. H. Mar
Weller, D. L. Apr
Wyman, C. O. Apr

Transfers

Black, K. H. 9907
Fr NavWarCol, NPT
To MCAAS, Yuma
Lowell, A. C. 9907
Fr 2dMAW WDMay
To 1stMAW
Thomas, G. B. 9906
Fr 2dMarDiv WDMay
To ForTrps, FMFPac
Wilson, E. 9906
Fr MCS, Quant WDApr
To NavFor, Marianas
Worden, W. W. 9906
Fr Philippines 30May
To MCS, Quant

Deaths, Retired

Watters, A. A.
La Jolla, Calif 4Apr

Revocation of Orders

Wertman, H. E. 9908

Recent Command and Staff Assignments

Cisman, W. A., ACofS G-2, 1stMAW
Sawyer, W. D., CO, 5th Marines, 1stMarDiv
Smoak, T. A., Director, 1stMarDiv, Exer Control & Inspection Gru
Stiff, R., G-3, 1stMarDiv

Lieutenant Colonels

Temporary Promotions, Reserve

Benton, R. E. Apr
Breymaier, R. S. Apr
Chase, H. Apr
Christensen, D. W. Mar
Combs, J. M. Apr
Dee, D. J. Apr
Denney, R. V. Apr
Dufford, J. M. Mar
Gillis, R. F. Mar
Gooch, R. M. Apr
Griffin, W. W. Mar
Guidry, S. Mar
Hayde, J. C. Mar
Hopkins, T. D. Apr
Jensen, L. D. Apr
Kern, P. W. Mar
Kime, M. A. Apr
Logan, H. F. Apr
Marshall, R. L. Mar
McGuire, R. C. Mar
Mitchell, H. G. Apr
Rhome, R. Mar
Riffel, J. B. Mar
Riley, G. G. Apr
Shine, L. P. Mar
Thompson, M. N. Apr
Wood, J. W. Mar
Wyatt, T. Apr

Transfers

Brooks, L. V. 0302
Fr 1stMarDiv 10May
To CinCPacFlt
Canton, J. S. 0302
Fr HQMC 25May
To AmerEmb, Baghdad
Crossfield, C. C. 1802
Fr FMFLant
To NavFac, London By20Jun
De Lamar, R. F. 0302
Fr AirFMFLant
To NMCRTC, HOU By26Jun
Donell, J. W. 0302
Fr HQMC
To Caracas, Ven By12Jun
Fetters, J. C. 3002
Fr MCSC, Albany
To HQMC By15May
Hiller, E. R. 0302
Fr MCS, Quant
To HQMC By20Jun
Hubka, F. J. 7335
Fr 1stMAW
To Biloxi, Miss By15May
Ing, H. E. 0302
Fr MCS, Quant
To HQMC By30Jun
Johnston, J. C. 0302
Fr 1stMarDiv WDMay
To CinCPacFlt
Knapp, G. C. 7333
Fr MCAS, Kaneohe 15May
To 1stMAW
Kurdziel, E. G. 0302
Fr Paris, France 15May
To Marquette Univ
Lewis, G. F. 0302
Fr MCS, Quant
To I-I, Chgo By23Jun
Lo Prete, J. E. 0302
Fr MCS, Quant
To HQMC By20Jun
Long, H. H. 7302
Fr 1stMarBrig WDMay
To COMART
Loy, J. I. 0302
Fr 1stMarDiv WDMay
To MCB, 29 Palms
McElhany, B. C. 7307
Fr 3dMAW
To NAS, Dallas, Tex By30Jun
McPherson, W. H. 7305
Fr MCS, Quant WDMar
To MCAS, El Toro
Metzlaars, C. R. 7333
Fr 2dMAW WDMay
To 1stMAW
Mickle, R. H. 0302
Fr FMFPac
To Forest Park, Ill By20Jun
Murphy, W. A. 0195
Fr Charlottesville, Va WDMay
To 1stMarBrig
Persinger, H. B. 0302
Fr MCS, Quant
To NMCRTC, Toledo By20Jun
Salvaggio, M. 0302
Fr SDiego State Col
To 3dMAW By30Jun
Sigman, J. P. 7333
Fr 1stMarDiv WDMay
To 2dMAW
Smith, R. E. 7333
Fr 1stMAW WDMay
To Penn St Col
Sollom, A. H. 0302
Fr MCB, CamLej
To HQMC By25Jun
Thorpe, H. R. 0302
Fr ForTrps, FMFLant
To HQMC By20Jun
Wright, D. J. 0302
Fr I-I, St Louis, Mo By28Jun

Retired

Beckley, P. B. 0115
MCB, CamPen ED30Apr
Capolino, J. J. 0130
MCSA, Phila ED31Mar
Robertson, A. N. 0302
MB, NB, Chasn ED31May

Deaths

Crowe, W. E. 7333
MCS, Quant 1Apr

Recent Command and Staff Assignments

Butler, J J., Adj, 1stMarDiv
Cupp, J. N., CO, H&MS-14, MCAS, CherPt
Eisele, H. A., SpecServOff, MCAS, CherPt
Simms, W. J., AsstExOff, MCAAS, Yuma

Majors

Permanent Promotions, Reserve

Nelson, M. L. Apr

Transfers

Albers, G. H. 7332
Fr NAS, Pncla 1May
To MarPac
Bollinger, W. D. 0802
Fr 3dMarDiv WDMay
To 1stMCRRD
Collins, E. E. 0302
Fr 1stMarDiv
To PhibTraCom, PacFlt By20May
Cronin, J. T. 0302
Fr PhibTraLant WDMay
To MCS, Quant
Dixon, F. L. 1803
Fr ForTrps, FMFLant
To Miss Southern Col 7Jun
Gerlack, L. 7302
Fr 1stMAW
To VX5 2May
Gibson, T. L. 0303
Fr MCRD, SDiego WDMay
To FlagShipPhibGru 1
Glass, H. W. 0130
Fr ForTrps, FMFPac
To HQMC By30Jun
Hunter, C. W. 1802
Fr MCS, Quant WDMay
To 3dMarDiv
Jones, A. L. 0302
Fr FMFLant
To 9thMCRRD, Kansas By29Jun
June, R. E. 0302
Fr 3dMarDiv WDMay
To MCB, CamLej
Klein, R. G. 7307
Fr NAS, Pncla 1May
To MarPac
McRobert, P. P. 7335
Fr MCAF, New River
To HQMC By24May
Meyers, G. F. 1803
Fr 1stMarDiv
To HQMC 2May
Mills, D. L. 0302
Fr Arkansas A&M WDMay
To 3dMarDiv
Nelson, J. A. 7302
Fr NAS, Pncla 1May
To MarPac
Paradis, E. J. 0302
Fr 1stMarDiv
To MCRS, Phila By30Jun
Phillips, J. B. 1302
Fr Monterey, Calif WDMay
To MCS, Quant
Rice, K. P. 7333
Fr VX-5 4May
To MCAS, El Toro
Riffle, J. C. 7335
Fr StateTeachCol, Cal WDMay
To 3dMAW
Scharnberg, G. R. 0302
Fr MCS, Quant WDMay
To Frankfurt, Germany
Smith, R. E. 0302
Fr 1stMarBrig WDMay
To HQMC
Stewart, G. H. 0302
Fr MCS, Quant
To San Antonio, Tex By15May
Thomas, J. H. 0302
Fr 1stMarBrig WDMay
To 3dMAW
Tomlinson, F. K. 7332
Fr NAS, Pncla 1May
To MarPac
Townsend, J. E. 0802
Fr Ft Bliss, Tex WDMay
To I-I, Freemansburg, Pa
Van Cantfort, R. F. 0302
Fr MCS, Quant
To HQMC 9May
Vrabel, M. J. 3002
Fr HQMC WDMay
To 1stMAW
Walker, E. A. 0302
Fr MCS, Quant
To HQMC By27Jun
Warren, R. F. 7335
Fr 1stMAW WDMay
To MCS, Quant
Watson, R. W. 7307
Fr NAS, Pncla 1May
To MarPac

Retired

Duensing, L. A. 3002
3dMAW 31Mar
Martin, G. C. 0302
MCRS, Dvr 31May
Merrill, C. A. 0802
1stMarDiv 31Mar
Partain, W. B. 2502
MCAS, Beaufort 31May
Smyle, N. C. 0302
MCRD, SDiego 30Apr
Trowbridge, C. A. 0302
MCB, CamLej 31May

Deaths

Brown, J. H. 0802
USNH, CamPen 26Mar

Deaths, Retired

Woodruff, J. M.
VA Hospital, W. Los Ang 18Jan

Revocation of Orders

MacLean, J. H. 0302

Recent Command and Staff Assignments

Berge, J. H., CO, MABS-12, 1st MAW
Booker, J. V., CO, H&HS, MCAS, Beaufort
Hoover, G. M., PMO, 1stMarDiv
Kraince, F. R., ExO, 2dBn, 7th Mar, 1stMarDiv
Kuokka, H. D., ISO, 1stMAW
Turpin, C. A., ISO, AirFMFPac
Waller, W., Asst G-3, MCAS, Beaufort

Captains

Temporary Promotions

Bryant, J. W. Mar
Cooper, W. H. Mar
Womack, B. D. Mar

Permanent Promotions, Reserve

Acuff, T. H. Mar
Anderson, M. Mar
Armstrong, T. C. Mar
Asher, E. S. Mar
Ball, W. L. Mar
Bareis, R. R. Mar
Barkley, H. M. Mar
Barnes, K. D. Mar
Barrett, W. J. Mar
Barrow, A. R. Mar
Bates, L. A. Mar
Batson, D. T. Mar
Beckwith, B. W. Mar
Behan, H. G. Mar
Bell, R. P. Mar
Bellew, T. J. Mar
Bennack, C. P. Mar
Berry, J. O. Mar
Berry, W. H. Mar
Biar, R. T. Mar
Bird, B. G. Mar
Bishop, R. P. Mar
Blaine, C. T. Mar
Blaine, J. C. Mar
Bogdan, W. C. Mar
Boline, J. D. Mar
Bowmaker, L. E. Mar
Bradford, B. B. Mar
Branigan, C. H. Mar
Bremer, W. R. Mar
Bristol, S. T. Mar
Brockish, R. F. Mar
Broujos, J. H. Mar
Brown, B. O. Mar
Burkhardt, A. P. Mar
Carter, R. B. Mar
Christ, S. Mar
Ciardiello, D. W. Mar
Cieszio, E. J. Mar
Clemons, G. L. Mar
Clifton, J. A. Mar
Cloverdyke, H. L. Mar
Coghlin, E. W. Mar

Coleman, W. R. Mar
Conroy, J. M. Mar
Craven, C. E. Mar
Crawford, C. A. Mar
Crawford, J. T. Mar
Creature, J. J. Mar
Daggett, W. H. Mar
Dawson, W. M. Mar
David, E. L. Mar
Dayton, A. S. Mar
Dillon, W. W. Mar
Dougherty, C. E. Mar
Downing, V. E. Mar
Dubose, H. M. Mar
Dugan, J. P. Mar
Duggan, J. F. Mar
Duncan, W. Mar
Ebel, R. C. Mar
Eggleston, P. C. Mar
Emery, C. E. Mar
Fagot, R. J. Mar
Fanning, G. A. Mar
Faw, J. W. Mar
Ferrin, W. J. Mar
Ferris, D. E. Mar
Fike, D. A. Mar
Fisher, R. L. Mar
Fowler, G. W. Mar
Fowler, J. J. Mar
Franklin, N. E. Mar
Franz, E. R. Mar
Gaines, T. H. Mar
Gallagher, J. O. Mar
Gammon, J. P. Mar
Gates, J. M. Mar
Genco, S. J. Mar
Gibson, J. R. Mar
Gilbert, R. R. Mar
Gilbert, J. A. Apr
Gilbert, R. H. Apr
Gilmore, T. H. Mar
Goceljak, S. A. Mar
Gonzales, A. L. Mar
Gordon, R. M. Mar
Graves, H. V. Mar
Greenawalt, H. S. Mar
Greer, J. E. Mar
Grigg, J. A. Mar
Guinee, D. G. Mar
Gump, R. C. Mar
Hall, W. R. Mar
Hall, W. G. Mar
Harryman, W. L. Mar
Hawkins, W. G. Mar
Hayden, C. L. Mar
Healey, P. R. Mar
Hill, W. D. Mar
Hiller, J. J. Mar
Hobson, J. M. Mar
Holcroft, C. D. Mar
Holland, R. W. Mar
Hudson, U. G. Mar
Hyde, T. J. Mar
Irelan, D. E. Mar
Islip, L. V. Mar
Iverson, J. D. Apr
Jackson, G. M. Mar
Jarl, R. G. Mar
Jenkins, R. E. Mar
Jenkins, W. K. Mar
Johnson, A. H. Mar
Johnson, G. A. Mar
Johnson, R. L. Mar
Kelleher, J. E. Mar
Kelley, D. R. Mar
Kennelly, R. T. Mar
King, R. A. Mar
Kingseed, D. A. Mar
Kirk, L. Mar
Klima, C. J. Mar
Kneller, W. A. Mar
Koenig, J. D. Mar
Kostel, G. J. Mar
Kranyak, A. D. Mar
Kreigh, L. W. Mar
Krulock, J. M. Mar
Larson, R. R. Mar
Lawton, E. R. Mar
Lazzo, J. W. Mar
Leach, R. E. Mar
Lee, R. E. Mar
Leister, R. J. Mar
Leonard, W. L. Mar
Lewis, G. F. Mar
Lichtenberger, J. B. Mar
Lindsay, J. W. Mar
Lindsay, H. L. Mar
Long, L. S. Mar
Loveless, C. M. Mar
Maas, C. J. Mar
MacCalla, T. A. Mar
Magnifico, J. J. Mar
Manchester, F. S. Mar
Mash, V. L. Mar
Mattimat, J. M. Mar
May, W. H. Mar
McClung, M. H. Mar
McCormick, P. F. Mar
McCormick, H. T. Mar
McLaughlin, W. V. Mar
McCarthy, B. F. Mar
McCracken, W. J. Mar
McLenon, F. G. Mar
Mellis, F. J. Mar
Meyers, G. E. Apr
Miller, H. E. Apr
Miller, J. R. Apr
Miracle, R. W. Apr
Mitchell, C. B. Apr
Mitchell, J. T. Apr
Moews, J. H. Apr
Moore, J. D. Apr
Moore, R. H. Apr
Moses, C. F. Apr
Motherway, J. E. Apr
Mueller, K. N. Apr
Mulcahy, J. F. Apr
Murphy, J. A. Apr
Murray, B. H. Apr
Muthersbaugh, W. P. Apr
Neds, J. R. Apr
Neelands, J. G. Apr
Newman, B. W. Apr
Nicholson, W. F. Apr
Nichols, J. E. Apr
Norment, C. C. Apr
Norris, F. J. Apr
Oatis, D. F. Apr
O'Brien, G. H. Apr
O'Connor, W. G. Apr
Briggs, J. A. Apr
Moore, R. M. Mar
Murray, G. H. Apr
Oestricher, P. F. Apr
Romasko, W. J. Apr

Transfer

Alger, R. J. 0302
Fr 3dMarDiv WDMay
To NWS, Yorktown, Va
Berthoud, K. H. 3602
Fr MCSActy, Phila
To MCB, CamPen 3Jun
Blaz, V. T. 0302
Fr MB, Guam WDMay
To HQMC
Bond, H. J. 7332
Fr 2dMAW
To 1stMarDiv 1May
Brewster, A. E. 7302
Fr 3dMAW 10May
To 1stMAW
Brooks, E. E. 1802
Fr LFTULant
To NRC, Portsm'th, NH By20Jun
Burt, W. E. 0302
Fr NWS, Yorktown, Va
To Sandia Base, NMex 4May
Carothers, J. H. 0302
Fr 1stMarDiv WDMay
To MB, NB, Gtmo
Chaney, G. R. 1803
Fr LFTUPac
To MCB, CamPen 3Jun
Chapell, D. R. 0302
Fr Ft Benning, Ga WDMay
To 2dMarDiv
Clemens, G. A. 3010
Fr MB, NB, Brem WDMay
To 1stMAW
Dorman, J. F. 0302
Fr 2dMarDiv
To I-I, NLondon, Conn By15May
Drnayer, L. J. 7332
Fr NAS, CorpC
To 1stMarDiv 1May
Drumright, W. C. 0302
Fr Ft Benning, Ga WDMay
To MCS, Quant
Edwards, T. L. 0802
Fr 1stMarDiv
To Sandia Base, NMex 4May
Elliott, J. R. 3102
Fr MCB, CamPen
To Oakland, Calif By31May
Eversole, C. J. 7332
Fr MAD, NATTC, Mfs 1May
To AirFMFPac
Fitch, W. E. 7302
Fr VX5 15May
To 3dMAW
Forde, J. E. 0302
Fr 1stMCRRD WDMay
To Tengan, Okinawa
French, R. W. 7331
Fr 2dMAW
To NAS, Pncla By28Apr
Gagnon, L. E. 7303
Fr 1stMAW WDMay
To NAS, CorpC
Gahagan, J. S. 7307
Fr 2dMarDiv WDMay
To 2dMAW
Gallagher, J. T. 7333
Fr 3dMAW WDMay
To 1stMAW
Gerichten, W. S. 3502
Fr 2dMarDiv By20Jun
To MCAS, Beaufort
Girouard, E. 6602
Fr 2dMAW
To MCS, Quant 1Jun
Goen, S. 3402
Fr ForTrps, FMFPac
To 1stMCRRD By21Jun
Goodall, R. L. 3002
Fr MCB, CamLej WDMay
To MB, NB, Guam
Gore, R. F. 7302
Fr NATTC, NAS, MFS 1May
To MCS, Quant
Hafey, R. J. 7333
Fr 1stMAW WDMay
To AirFMFLant
Harris, J. B. 2002
Fr ForTrps FMFLant
To HQMC By20Jun
Hauser, G. T. 7304
Fr 3dMAW 1May
To MCAS, CherPt
Herber, J. A. 7333
Fr 3dMAW WDMAY
To NAS, NorVa
Hochenauer, M. J. 0302
Fr Ft Benning, Ga WDMay
To MCS, Quant
Holstead, G. N. 7335
Fr 1stMAW WDMay
To 2dMAW
Hurd, A. D. 7335
Fr 1stMAW WDMay
To 3dMAW
Huston, R. M. 0802
Fr 3dMarDiv WDMay
To MCB, CamLej
Hutchisson, W. R. 0302
Fr 2dMarDiv
To I-I, Milw By30Jun
Hyland, R. L. 3002
Fr 2dMarDiv
To MarPac 1Jun
Iverson, R. L. 7302
Fr 1stMarBrig WDMay
To 1stMAW
Jeter, J. R. 0302
Fr 3dMarDiv WDMay
To 2dMarDiv
Keiser, J. G. 7333
Fr 1stMAW WDMay
To 2dMAW
Kelly, J. E. 0302
Fr USS Hancock WDMay
To MCS, Quant
Kibbee, R. F. 7304
Fr MCAS, Kaneohe Bay WDMay
To 1stMAW
Kirby, R. W. 0302
Fr 3dMarDiv WDMay
To MCS, Quant
Layton, W. T. 0302
Fr Monterey, Calif WDMay
To 1stMarBrig
Ledbetter, W. R. 7333
Fr NAS CorpC 1May
To AirFMFPac
Lewis, H. E. 7335
Fr 1stMAW WDMay
To NAS, Pncla
Lutz, T. J. 0302
Fr 2dMarDiv 5May
To London, England
Mahoney, E. R. 0302
Fr 1stMarBrig WDMay
To MB, NS, SFran
Malone, G. E. 0302
Fr MCB, CamPen WDMay
To Kodiak, Alaska
McAdams, D. J. 0302
Fr MB, NS, SFran
To Denver, Colo By15May
McClintock, B. 0302
Fr Ft Benning, Ga WDMay
To MCS, Quant
McInis, R. W. 3002
Fr MCAS, Kaneohe WDMay
To HQMC
McLaughlin, J. J. 3502
Fr 1stMarDiv
To MCAS, El Toro By20Jun
Moore, D. L. 7307
Fr ForTrps, FMFLant WDApr
To 3dMAW
Morgan, D. C. 7302
Fr AirFMFPac 1May
To MCS, Quant
Neibach, A. A. 7302
Fr 3dMAW 15May
To Lakehurst, NJ
Nelson, R. H. 7333
Fr NATTC, NAS, MFS
To NAS, Pncla By28Apr
Ninichuck, P. 7335
Fr 3dMAW WDMay
To 1stMAW
Ogden, B. E. 0302
Fr 3dMarDiv WDMay
To ForTrps, FMFPac
O'Mara, J. R. 2502
Fr ComPhibGru 2 WDMay
To MCS, Quant
Paraskos, P. G. 7302
Fr NAS, Patuxent R WDMay
To 3dMAW
Peterson, C. D. 2502
Fr FMFLant WDMay
To USS Mt McKinley
Preifle, R. C. 3002
Fr MCB, CamPen WDMay
To HQMC
Portner, J. 3010
Fr MCS, Quant
To HQMC By15Jun
Pratt, G. E. 7333
Fr NAS, CorpC 1May
To AirFMFPac
Rasdal, R. W. 7302
Fr 2dMAW
To Luke AFB, Ariz By27Jun
Reeve, F. M. 0130
Fr Portsmouth, Va
To HQMC By20Jun
Reinhelm, R. F. 0115
Fr 9thMCRRD
To MCS, Quant 1Jun
Ripley, G. H. 0302
Fr USS Valley Forge WDMay
To Clarksburg, WVa
Rubrecht, W. W. 0802
Fr 3dMarDiv WDMay
To MCS, Quant
Ruvo, V. A. 3002
Fr MCB, CamLej WDMay
To HQMC
Seal, C. C. 2002
Fr ForTrps, FMFLant
To I-I, Lawrence, Mass By15May
Shelton, D. E. 0130
Fr 3dMarDiv
To HQMC By26May
Smith, J. T. 0302
Fr MCB, CamLej WDMay
To Burlington, Vt
Smith, H. E. 0302
Fr Vallejo, Calif WDMay
To 3dMarDiv
Snyder, T. O. 7332
Fr MAD, NATTC, MFS WDMay
To 2dMAW
Spiers, H. F. 0302
Fr MCB, CamLej WDMay
To 6th MCRRD
Sulik, R. A. 1802
Fr 3dMarDiv WDMay
To 1stMarDiv
Suwalsky, A. L. 0802
Fr 1stMarDiv
To HQMC By20Jun
Swilley, C. R. 2502
Fr USS Mt McKinley WDMay
To MCS, Quant
Thomaidis, S. D. 0302
Fr Ft Benning, Ga WDMay
To MCS, Quant
Wallis, J. L. 0115
Fr 12thMCRRD
To MCS, Quant By1Jun
Ward, G. W. 3002
Fr John Brown Univ WDMay
To MCB, CamLej
Watson, T. H. 0302
Fr 3dMarDiv WDMay
To 2dMarDiv
Williams, M. J. 7333
Fr 1stMAW WDMay
To NAS, CorpC
Wood, R. K. 7333
Fr MAD, NATTC, MFS WDMay
To MCS, Quant
Worden, P. R. 7333
Fr MAD, NATTC, MFS
To NAS, Pncla By23Jun
Yanochik, W. N. 0302
Fr ForTrps, FMFLant WDApr
To MB, NB, Gtmo

Released from Active Duty

Green, B. T. 2502
MCB, 29 Palms May
Walker, R. H. 0302
9thMCRRD Apr

Retired

Coleman, E. E. 3030
1stMarDiv 31May
Rote, K. M. 3402
1stMarDiv 31May

Deaths

Earheart, J. F. 7302
Flathead Lake, Mont 21Mar
Watts, I. L.
MCAS, Kaneohe Bay 31Mar

Deaths, Retired

Hale, H. N.
VA Hospital, Salt Lake City, Utah, 18 Jan
Howard, F. M.
VA Hospital, Albany, 14 Feb

Revocation of Orders

Bulger, T. E. 0302
Campbell, W. S. 3013
Etter, R. L. 0702
Tr Orders
Krentzlin, L. D. 0302
Tr Orders
Pierson, E. F. 0302
Sorensen, R. J. 7305
Relad Orders
Stewart, A. L. 0302

Recent Command and Staff Assignments

Johnson, C. H., CommOff, MCRD, SDiego
Keith, W. H. CO, Hq&ServCo, 3d TkBn, 3dMarDiv
Palmer, R. E., CO, BCo, 3dTkBn, 3dMarDiv

1st Lieutenants

Following are names of 896 reserve 1stLts selected for promotion to captain. Promotions will be made after all requirements, including physical, have been met.

Abernathy, R. T.
Adams, R. E.
Adams, W. R.
Adkins, J. M.
Adolf, J. G.
Albaugh, W. P.
Alenik, M.
Alfonso, R. J.
Allen, K. R.
Altenbern, S. E.
Ambrose, H. T.
Ammermuller, H. M.
Andaloro, V. P.
Andersen, R. H.
Anderson, H. W.
Anderson, J. T.
Anderson W. E.
Andrew, E. S.
Androus, W. L.
Angus, J. D.
Apple, E. L.
Armstrong, M. L.
Askenasy, G. H.
Aulenbach, W. H.
Austin, H. E.
Ayer, R. P.
Aylward, W. J.
Backer, P. T.
Bailey, C. C.
Bailey, G. L.
Baisley, J. M.
Baker, A. E.
Baker, H. C.
Ballantyne, D. A.
Baltes, J. E.
Balzer, E. J.
Barest, R.
Barfield, D. B.
Barnard, W. R.
Barnes, A. M.
Barrett, R. D.
Barringer, B. A.
Barron, G. A.
Barry, D. L.
Baruch, J. S.
Batliner, L. F.
Baxter, G. J.
Becker, H. J.
Bedrossian, H. J.
Beeman, C. A.
Bell, C. D.
Benak, E. J.
Bench, J. D.
Bengtson, N. J.
Benson, J. H.
Berg, R. D.
Berger, D. J.
Berryman, D. J.
Bierly, P. E.
Bierman, O. A.
Binkley, P. D.
Bishop, C. S.
Bishop, R. M.
Black, C.
Black, E. E.
Blake, S. H.
Blanchett, H. A.
Blasingame, J. L.
Bluthardt, J. A.
Bock, J. R.
Bodley, R. W.
Boesen, J. F.
Bohart, P. H.
Bolger, R. J.
Bone, W. R.
Boner, G. T.
Boutwell, I. M.
Bowers, J. B.
Bowling, J. D.
Bowman, R. A.
Bown, C. C.
Bowring, R. V.
Boyd, R. M.
Boyer, W. D.
Boyle, J. G.
Brewer, E. R.
Brewer, J. D.
Brewer, S. H.
Bronson, J. A.
Bross, W. O.
Broussard, R. P.
Brown, A. L.
Brown, G. R.
Brown, L. R.
Brown, L. K.
Brown, R. M.
Buck, T. R.
Buehler, C. J.
Burch, H. E.
Burger, B. F.
Burke, T. F.
Burns, L. S.
Burt, J. M.
Buschman, T. W.
Bybee, J. L.
Byrd, W. C.
Byrne, A. R.
Byrne, R. W.
Cain, C. C.
Caldwell, S. D.
Cameron, F. J
Cameron, G B.
Cameron, R. S.
Campbell, H. A.
Campbell, R. L.
Canham, J. J.
Capriano, M. P.
Carducci, W. J.
Carroll, V.
Cassedy, K. H.
Cassidy, J. A.
Castillo, C.
Cesano, J.
Chaffin, J. A.
Chamberlaine, J. T.
Chapman, E. E.
Chapman, F. P.
Childers, K. F.
Choate, R.
Chomicz, C. A.
Christian, E. E.
Chudzik, T. B.
Church, K. L.
Clanton, G. W.
Clappier, D. P.
Clark, E. A.
Clark, R. O.
Clark, R. M.
Clark, S. P.
Coates, T. S.
Coble, J. L.
Cody, D. W.
Coffey, G. R.
Coffey, K. J.
Coggan, L. L.
Cole, R. E.
Collier, P. R.
Collier, W. R.
Combs, C. W.
Conder, W. E.
Condrey, R. M.
Conn, S. L.
Connolly, J. L.
Connolly, R. D.
Connor, M. W.
Cooper, H. K.
Corbett, J. J.
Cordrey, R. J.
Coril, H D.
Cosby, T. L.
Cotsalas, A.
Coyne, B. A.
Crayne, J. W.
Crevier, R. E.
Cribben, J P.
Cribbs, T. J.
Crickman, J. A.
Crocker, B. E.
Crummer, J F.
Culwell, G. E.
Cundy, T. C.
Curran, J. J.
Cwayna, M. B.
Danison, K. R.
Dardant, E. V.
Datilio, L. S.
Daubin, R. C.
Day, C. J.
Day, J. W.
Day, L. E.
Day, R. O.
Daye, B. A.
Dean, J. O.
Debold, L E.
Degenaro, A. P.
Dejong, L. C.
Deluca, J. J.
Dement, K. L.
Demoney, N. E.
Deogny, F. D.
Devine, J. W.
Diamant, W.
Diamantopulos, G. C.
Dickinson, D. W.
Diener, R. W.
Dionis, C.
Dixon, J. D.
Dixon, L. D.
Dodaro, C. R.
Dodge, C. T.
Dodson, R. R.
Doglio, J. A.
Dorset, J. S.
Dougherty, H. W.
Doyle, J. M.
Driggers L. A.
Driscoll, R. W.
Dudec, T. A.
Dudley, W. H.
Dunklau, R. E.
Dunton, T. L.
Eckert, D. E.
Eckhart, E. R.
Eden, D. J.
Edwards, L. H.
Edwards, M. R.
Egertson, R. E.
Elierts, B. T.
Ellison, G. H.
Enders, J. F.
Engel, M. S.
England, W. L.
Entz, W. L.
Euler, E. R.
Evans, F. S.
Evans, R. M.
Eveld, R. J.
Ewbank, D. D.
Faber, E. E.
Falater, F. L.
Fanning, M. E.
Fauci, J. R.
Feiman, L. J.
Fenlon, P. G.
Fenton, P. M.
Ferrero, R. F.
Ferwerda, R. K.
Finan, E. P.
Finneseth, K. E.
Fiske, T. N.
Fitzpatrick, B. W.
Fitzgerald, W. J.
Fitzmaurice, W. P.
Flaherty, K. J.
Flannery, D. J.
Fleisch, B. G.
Floyd, J. D.
Flynn, F. L.
Foley, J. M.
Foley, N. K.
Font, J. F.
Fontana, J. W.
Foster, J. E.
Fowner, R. D.
Fox, K. F.
Frazier, C. H.
Free, J. P.
Frengel, W. N.
Frierson, R. P.
Fritz, S. A.
Fults, D. P.
Gaillard, R. R.
Gallaway, R. D.
Galliart, R. A.
Gammon, J. T.
Ganz, D.
Gardiner, C. R.
Gardner, D. W.
Garrett, A. J.
Garrett, D. B.
Gasper, D. L.
Gentile, H. C.
George, H. A.
Geraghty, M. D.
Germany, R. N.
Giannetti, R. L.
Giannone, J. J.
Gillespie, R. G.
Gladish, E. L.
Glancy, P. L.
Glenney, L. H.
Goham, J. E.
Golden, P. F.
Golemon, W. L.
Goodrich, J. D.
Goodwin, T. A.
Gorham, R. W.
Governor, R. N.
Grabbe, J. A.
Graham, A. L.
Grant, E. J.
Grant, J. R.
Grant, L. A.
Grant, R. D.
Greco, S. T.
Green, D. H.
Green, J. B.
Greene, S. J.
Greiner, D. E.
Grove, F. L.
Grozinski, S.
Gruber, D. J.
Grzesiak, A. S.
Hadden, F. D.
Hagan, R. D.
Haight, D. A.
Haight, H. C.
Haladyna, S. R.
Hamilton, J. C.
Hamrick, L. D.
Hand, E. P.
Hanna, R. D.
Hansen, N. V.
Harrington, M. H.
Harrington, T. J.
Harris, C. D.
Harris, W. C.
Harris, W. T.
Harrison, D. F.
Harrison, J. F.
Harrison, J. B.
Hart, J. C.
Hatlestad, L. E.
Havlek, W. J.
Hawkins, D. E.
Hawkins, J. F.
Hayes, J. L.
Haynie, R. S.
Hays, T. A.
Hayward, W. A.
Hazen, J. W.
Heflin, J. H.
Hefner, G. J.
Heigham, J. C.
Heilhecker, J. K.
Heinecken, R. F.
Heiner, J. G. P.
Heisander, G. E.
Helfrich, W. E.
Henderson, N. A.
Hensley, W. R.
Hepner, J. O.
Herlihy, R. D.
Herndon, R. E.
Heyd, L. A.
Heyer, K.
Hickey, T. J.
Hilbert, C. J.
Hill, R. E.
Hines, T. N.
Hiotas, S. J.
Hitt, J. S.
Hochreiter, P. F.
Hodges, H. E.
Hodson, T. D.
Hogg, J. S.
Holland, D. E.
Holloman, G. A.
Holmes, B. G.
Holt, D. R.
Honse, J. H.
Horne, J. F.
Hosier, C. S.
Hotis, J. B.
Houby, J. G.
Huff, A. V.
Hughes, E. L.
Hughes, T. A.
Hunter, T. O.
Hurt, J. D.
Husmann, E. E.
Hutchins, G. M.
Hyde, C. J. M.
Irgens, R. M.
Jacobson, L. C.
Jans, N. R.
Janson, M. H.
Jazwinski, V. T.
Jennings, T. R.
Jiranek, J. H.
Johnson, H. D.
Johnson, K. W.
Johnson, W. I.
Johnson, W. R.
Jones, H. F.
Jones, I. R.
Jones, L. R.
Jones, R. M.
Jones, T. H.
Jordan, S. T.
Jorgensen, G. J.
Jorgensen, H. P.
Joyce, D. K.
Kahn, M. D.
Kaiser, F. R.
Kalita, W. J.
Kalleker, D. R.
Kane, J. P.
Karam, E. P.
Kastner, T. A.
Kaup, J. V.
Kautz, E. T.
Kearney, C. P.
Keavney, O.
Keith, D. F.
Kelley, H. L.
Kelley, R. A.
Kelley, T. E.
Kellogg, G. F.
Kellogg, M. N.
Kelly, J. I.
Kelly, W. D.
Kennedy, P. A.
Kennedy, W. W.
Kennelly, T. A.
Kibbe, G. M.
Kiehnle, W. H.
Kimes, W. H.
King, A. M.
Kirby, A. F.
Kirby, P. G.
Kirchner, D. J.
Kirkpatrick, R. J.
Kling, W. F.
Knauff, W. G.
Knowles, J. E.
Koehn, J. E.
Kope, L. A.
Kornegay, T. L.
Krabbe, F. R.
Kraft, L. A.
Kramer, P.
Krolak, R. S.
Lahman, G. M.
Laine, C. L.
Laitta, T. F.
Lampe, A. J.
Land, S. J.
Lanham, G. E.
Lapinski, A. J.
Larocca, A. J.
Larosa, H. S.
Lawrenson, D. B.
Lawson, D. W.
Lecher, J. B.
Leclaire, H. M.
Lee, E. A.
Lefever, H. L.
Lefferts, G. L.
Lehman, D. J.
Leppert, C.
Lewis, J. M.
Liddle, L. A.
Lieberman, R. M.
Liebscher, A. E.
Likly, W. T.
Lindsay, J. R.
Link, R. G.
Linn, F. B.
Lipska, H. A.
Little, D. E.
Littlejohn, W. L.
Litwin, L. P.
Loffredo, F. L.
Lohmann, A. S.
Long, A. H.
Long, M. E.
Loose, J. R.
Lord, M. E.
Lorenz, J. P.
Lowrey, J. C.
Lundy, C. F.
Luzenske, F. J.
Lynch, R. A.
Lyons, P. H.
MacDonald, R. F.
MacHardy, R. N.
MacKinnon, W. C.
Maillie, J. T.
Majaika, S.
Major, J. A.
Mallett, J. J.
Maloney, K. P.
Manley, R. S.
Manning, J. A.
Manogue, R. J.
Manuel, D. N.
Manussier, J. V.
Marsh, C. C.
Martin, J. V.
Martin, R. S.
Martin, R. E.
Masters, R. S.
Matthews, L. G.
Mattimoe, J. G.
Mautte, A. C.
May, R. H.
Mayberry, H. B.
McAdams, R. L.
McCaffrey, W. F.
McCamant, W.
McCauley, C. L.
McCleary, P. C.
McClintock, J. H.
McConnell, J. J.
McConnohie, R. J.
McCormick, J. K.
McCoy, W. O.
McCracken, R. A.
McDonald, J. K.
McGee, P. J.
McGhee, T. W.
McGolrick, J. E.
McGree, L. P.
McGrew, W. D.
McGuinness, T. P.
McHenry, L. B.
McKay, D. A.
McKeag, J. R.
McKee, J. B.
McKinney, D. H.
McLaughlin, W. C.
McLaughlin, C. P.
McMann, J. P.
Meharg, H. F.
Merrick, R. J.
Merrill, W. C.
Messerli, W. C.
Messerli, W. F.
Metheny, J. H.
Meyer, C. H.
Miller, B. D.
Miller, G. A.
Millis, G. E.
Mills, R. L.
Millson, W. A.
Minardi, R. J.
Mioduszewski, E. T.
Misali, A. J.
Mitchell, E. D.
Mize, J.
Molesphini, A. J.
Moody, D. W.
Moore, C. A.
Moreno, R. J.
Moresco, G. R.
Morrison, J. C.
Morrison, J. M.
Motley, H. R.
Moughon, J. L.
Moyle, J. C.
Much, H. G.
Mueller, W.
Muir, W. D.
Mulcahy, J. A.
Mullin, J. R.
Mulry, G. C.
Munday, M. W.
Murnane, J. T.
Murphy, A. C.

Murphy, T. C.
Myers, J. W.
Nellis, W. R.
Nelson, L. C.
Nelson, R. L.
Neuhard, S. P.
Neville, M. K.
Newkirk, C. T.
Nichols, L. R.
Nichols, W. R.
Nickes, L.
Nielsen, J. M.
Nimkoff, P. L.
Norcross, C. C.
Norred, C. V.
Norris, R. W.
Norton, J. G.
Nyman, M. W.
Obrigawitch, T.
Odonnell, T. J.
Ohara, C. M.
Ohara, N. W.
Oliva, D.
Olivieri, S. L.
Olson, L. S.
Olylvie, N. F.
Oneill, E. D.
Onofrey, R. E.
Orlando, F. P.
Orouke, H. J.
Osbern, A. C.
O'Shea, G. F.
O'Shea, G. D.
Over, W. H.
Owen, G. W.
Owens, S. V.
Owings, G. E.
Pacini, E. J.
Paidy, L. G.
Palmer, J. E.
Pardy, P. J.
Parker, J. M.
Parrish, W. B.
Parsons, J. I.
Pauly, J. D.
Peduzzi, R. E.
Pehrsson, W. E.
Pence, G. C.
Pepper, E. M.
Perkins, D. W.
Perry, R. E.
Person, L. H.
Person, L. E.
Pestana, J. J.
Peterson, B. D.
Phillips, G. C.
Phillpott, A. W.
Piper, W.
Pirner, M. R.
Pisaturo, C. A.
Pitt, T. A.
Pollock, E. R.
Poncin, R. A.
Poole, F. W.
Poole, R. T.
Poore, F. E.
Pope, R. D.
Porter, J. K.
Posgate, R. A.
Powers, J. R.
Prebil, J. L.
Price, R. O.
Price, W. C.
Prisant, G. M.
Pruett, P. E.
Putman, R. F.
Pyle, W. R.
Quarles, W. D.
Quinn, B. D.
Quinn, G. M.
Rabassa, A. O.
Radcliff, J. H.
Ragosta, L.
Ralph, J. K.
Ramirez, E.
Randall, J. W.
Raney, T. O.
Rauch, R. W.
Read, C. G.
Read, J. M.
Reddan, T. P.
Reed, V. S.
Regent, L. S.
Reid, J. M.
Reilly, D. F.
Reilly, L. J.
Reinsdorf, W. D.
Renfrow, R. P.
Reveal, S. L.
Reynolds, J. M.
Reynolds, M. J.
Rhodes, J. V.
Ricci, T. C.
Rice, C. E.
Rice, J. G.
Richardson, S. E.
Richardson, D. J.
Richardson, W. D.
Richner, W. R.
Riley, J. F.
Rimkus, V. M.
Rindge, R. M.
Rine, R. F.
Risner, R. F.
Rittenger, H. J.
Roark, J. E.
Robbins, H. W.
Roberts, J. A.
Roberts, W. F.
Robinson, C. B.
Robinson, G. J.
Robinson, W. P.
Roche, L. J.
Rochford, R. D.
Roddey, J. C.
Rodgers, C. L.
Rogers, J. W.
Rogers, J. G.
Rogers, T. J.
Rogovin, M.
Roland, R. W.
Roos, J. P.
Rose, F. T.
Rossiter, R. F.
Rourke, R. A.
Rowe, J.
Rowell, L. J.
Ruan, R. F.
Ryan, R. W.
Sacket, G. F.
Saint, R. S.
Salmon, R. W.
Sams, J. G.
Samuel, G. A.
Sancho, R.
Sanders, R. P.
Santee, D. W.
Santrach, P.
Sauer, F. J.
Schaffner, H. J.
Schappa, J. F.
Scheidemantel, J. L.
Schmelzer, G. J.
Schnurr, P. E.
Schrader, C. W.
Schrader, W. C.
Schultz, D. D.
Schultz, R. L.
Schwab, E. A.
Scott, H. L.
Scott, W. W.
Selecky, J. A.
Sell, C. G.
Sell, M. D.
Sellers, W. R.
Sentous, J. L.
Shafer, S. G.
Shaffer, H. W.
Shafter, R. L.
Sharpe, N. R.
Shaver, T. R.
Shaw, G. M.
Sheehan, C. J.
Sheehan, D. F.
Sheridan, D. A.
Shields, J. F.
Shockey, C. H.
Shockley, C. E.
Shoemaker, J. M.
Shohfi, A. E.
Shope, J. R.
Shortsleeve, R. H.
Shutt, H. J.
Siena, J. V.
Sigworth, H. V.
Silva, M. B.
Simich, J.
Simmons, G. A.
Simmons, J. E.
Singer, W. J.
Sivadge, A. D.
Skaggs, H. M.
Skinner, W. G.
Slack, J. D.
Slagle, G. W.
Sledge, L. F.
Smith, E. D.
Smith, J. D.
Smith, N. A.
Smith, N. E.
Smith, R. L.
Smith, W. V.
Smyth, E. T.
Snyder, V. S.
Sobie, M. A.
Solomon, R. E.
Sprong, E. F.
Sprouse, A. K.
Stahler, R. M.
Stephens, A.
Sterling, F. J.
Stettinius, W.
Stevens, W. W.
Stevenson, A. E.
Stewart, C. L.
Stine, J. F.
Stolbe, L. B.
Stone, B. C.
Stone, J. S.
Strickland, B. R.
Strickland, J. L.
Strott, R. R.
Stuart, A. G.
Sugg, J. R.
Sunderland, R. H.
Sutliff, R. L.
Sweeney, J. E.
Taylor, C. E.
Taylor, J. H.
Taylor, W. F.
Taylor, W. M.
Tenhope, J. W.
Thacker, J. J.
Thomann, P. W.
Thomas, C. L.
Thomas, O. B.
Thompson, R. L.
Thompson, R. J.
Tickle, J. R.
Timmons, R. A.
Tinker, T. A.
Tizio, J. V.
Tobin, P. D.
Tolis, G. C.
Toner, J. G.
Tosh, J. A.
Towle, H. H.
Townsend, C. H.
Tracy, G. E.
Travis, N. M.
Trettis, T. T.
Trickey, H. L.
Trojan, D. J.
Trundle, D. R.
Tschopp, F.
Tucker, J. T.
Tucker, P. D.
Tull, R. D.
Underwood, R.
Vanburen, H.
Vance, A. B.
Vancleve, C. F.
Vanloon, H. W.
Vann, J. E.
Vanpelt, J. D.
Vansickle, A. R.
Vantassel, L. T.
Vanthiel, P. R.
Venditto, C. R.
Victor, N. T.
Vischer, E. P.
Vlass, N. O.
Voight, D. G.
Voneschen, P. A.
Wachsman, E. K.
Wakeman, N. L.
Walbaum, R. W.
Walker, E. K.
Walker, R. V.
Wallace, A. A.
Wallace, H. M.
Waller, W. W.
Waisdorf, G. A.
Walters, R. E.
Wanger, B. G.
Ward, M. F.
Warn, L. R.
Warner, H. K.
Wash, D. R.
Waugh, R. M.
Weaver, B. F.
Weaver, G. C.
Weber, A. C.
Weber, W. E.
Weber, W. L.
Wedge, W. E.
Weltz, F. E.
Westhead, G. K.
Wetherill, I. D.
Wheeler, R. E.
Whitaker, L. T.
Whitaker, M. C.
White, A. P.
White, C. A.
White, D. M.
White, J. R.
White, R. C.
White, W. A.
Whittemore, E. P.
Wicknick, F. M.
Wieland, K. A.
Williams, R. A.
Willingham, P. D.
Wise, L. E.
Withers, R. J.
Withiam, L. M.
Willoughby, R. N.
Wilson, M. B.
Wilson, R. L.
Wilson, T. E.
Wilson, W. A.
Winberg, W. B.
Wingerter, R. E.
Wingrove, P. C.
Wood, H. E.
Woodward, R. L.
Workman, D.
Wright, J. R.
Wyatt, B. O.
Yarboro, . A.
Young, C. J.
Young, R. A.
York, E. R.
Zanes, C. A.
Zitkowski, F. S.
Zimmerm, C. A.
Zipay, T. J.

Permanent Promotions

Barner, G. B. Mar
Bateman, J. H. Mar
Burns, M. J. Mar
Compton, J. L. Mar
Dwyer, R. H. Mar
Farman, E. L. Mar
Finney, F. W. Mar
Gurtner, J. F. Mar
Houston, T. C. Mar
Jasper, N. J. Mar
Kerce, H. M. Mar
Keshian, R. Mar
Lively, C. M. Mar
McGrath, W. J. Mar
Miller, R. D. Mar
O'Brien, R. L. Mar
Vernay, V. A. Mar
West, H. B. Mar
Wilson, K. B. Mar

Temporary Promotions

Barbes, A. H. Apr
Boryszewski, W. F. Mar
Cason, B. A. Apr
Cook, B. M. Apr
Csintyan, S. D. Apr
Cunningham, H. K. Mar
Doherty, S. J. Mar
Kalas, W. D. Apr
Kiersey, D. A. Apr
Lane, R. A. Apr
Morris, T. P. Mar
Reed, R. L. Mar
Rever, W. H. Apr
Rodgers, R. F. Mar
Skewes, R. S. Apr
Smith, E. P. Mar
Smoak, B. A. Mar
Thompson, J. M. Mar
Tinsman, D. R. Mar
Vollmer, E. M. Mar
Wadden, J. M. Mar
Wanner, S. B. Mar
Ward, T. T. Mar
Watkins, T. L. Apr
Wilson, K. M. Mar

Transfers

Adair, J. R. 9901
Fr MCS, Quant WDMay
To ForTrps, FMFPac
Alwan, H. J. 7333
Fr 2dMAW WDMay
To 1stMAW
Bach, W. S. 0302
Fr 3dMarDiv WDMay
To MCRD, SDiego
Bainbridge, R. L. 7333
Fr 2dMAW
To 1stMarDiv By1May
Bartsch, R. W. 0302
Fr MB, NB, Pearl
To MarPac By10Apr
Baumgardner, C. G. 7333
Fr NAS, Pncla 1May
To 3dMAW
Becker, N. G. 7333
Fr Kingsville, Tex WDMay
To 2dMAW
Bickenbach, A. P. 7331
Fr NAS, Pncla 1May
To 3dMAW
Bigler, J. C. 0702
Fr MCB, 29 Palms WDMay
To USS Union
Bittner, R. B. 0302
Fr USS Hornet
To NAS, Pncla By25May
Booth, F. D. 0802
Fr 1stMarDiv WDMay
To USS Union
Breman, R. P. 7331
Fr NAS, Pncla WDMay
To 3dMAW
Brower, G. H. 0802
Fr ForTrps, FMFPac
To NAD, Chasn By20Jun
Brown, R. S. 3010
Fr MCB, 29 Palms WDMay
To Tengan, Okinawa
Brown, D. G. 1302
Fr 1stMarBrig
To MarPac By25May
Brunet, C. M. 4102
Fr MCAS, El Toro WDMay
To MCS, Quant
Brutcher, S. P. 7333
Fr AirFMFPac 10May
To 1stMAW
Burke, J. P. 1302
Fr ForTrps, FMFLant WDMay
To USS Fremont
Burns, J. G. 7333
Fr 3dMAW WDMay
To 1stMAW
Butler, W. J. 0302
Fr MB, NB, Guam
To MarPac By25Apr
Byrne, B. A. 0130
Fr 5thMCRRD
To MCS, Quant 1Jun
Canova, J. H. 1302
Fr 3dMarDiv
To MarPac By25May
Carlton, J. D. 7333
Fr NAS, CorpC 1May
To 3dMAW
Clark, R. W. 2502
Fr 3dMarDiv
To MarPac By25May
Cole, J. L. 2502
Fr MCRD, SDiego
To 1stMarDiv 1May
Corwell, K. B. 0802
Fr 3dMarDiv WDMay
To 2dMarDiv
Creel, J. R. 7335
Fr 2dMAW WDMay
To MCS, Quant
Croson, T. K. 1803
Fr 3dMarDiv WDMay
To FMFLant
Cullen, W. J. 0302
Fr 3dMarDiv WDMay
To MCRD, PISC
Daniels, C. 0802
Fr MCS, Quant WDMay
To 3dMarDiv
Davis, C. W. 7331
Fr NAS, Pncla 1May
To 3dMAW
Deeney, J. J. 6709
Fr 1stMAW WDMay
To 3dMAW
Douglas, P. S. 0802
Fr 1stMAW WDMay
To 3dMAW
Edgar, T. R. 0302
Fr USS Des Moines WDMay
To MB, WashDC
Elliott, G. E. 0802
Fr 3dMarDiv WDMay
To MCB, CamPen
Evans, J. S. 7335
Fr 2dMAW WDMay
To 1stMAW
Ford, P. D. 0302
Fr USS Midway WDMay
To MCRD, SDiego
Forehand, L. L. 0302
Fr NWS, Yorktown, Va WDMay
To MCS, Quant
Frasier, D. R. 7333
Fr NAS, CorpC
To MCS, Quant By25Apr
Gerard, C. G. 7333
Fr NAS, Pncla WDMay
To 3dMAW
Gibson, H. J. 0802
Fr 3dMarDiv WDMay
To 2dMarDiv
Gifford, S. J. 0115
Fr London, England WDMay
To 9thMCRRD
Goggin, D. J. 2502
Fr 3dMarDiv WDMay
To FMFLant, NorVa
Graham, O. L. 0802
Fr 1stMarBrig
To MarPac By25May
Hart, G. R. 7331
Fr NAS, Pncla 1May
To 2dMAW
Hatcher, W. J. 2502
Fr 3dMarDiv
To MarPac By25May
Hatch, D. J. 2502
Fr NavCommFacPhil WDMay
To ForTrps, FMFLant
Haverkamp, R. E. 3010
Fr 1stMarBrig
To MarPac By25May
Heavey, W. M. 0802
Fr 3dMarDiv WDMay
To MCRD, SDiego
Hinshaw, A. E. 7304
Fr 2dMAW WDMay
To 1stMAW
Howsley, W. C. 9901
Fr MCS, Quant WDApr
To 2dMAW
Jannoni, R. F. 0130
Fr 3dMarDiv WDMay
To MarPac
Kahn, P. F. 2502
Fr 3dMarDiv
To MarPac By25May
Kasdorf, L. G. 7335
Fr 2dMAW 10May
To 1stMAW
Kerr, H. T. 0302
Fr Rota, Spain WDMay
To MCS, Quant
Kester, R. L. 7333
Fr NAS, Pncla WDMay
To 3dMAW
Kitchens, K. E. 7333
Fr 1stMAW WDMay
To 3dMAW
Knettles, C. E. 7302
Fr 3dMAW 10May
To 1stMAW
Layman, F. B. 7333
Fr NAS, Pncla 1May
To 3dMAW
Lewis, D. E. 7304
Fr 2dMAW WDMay
To 1stMAW

Lewis, R. D. 7331
Fr NAS, Pncla WDMay
To 3dMAW

Lowrey, B. G. 0302
Fr ForTrps, FMFLant WDMay
To USS Valley Forge

Lutes, W. R. 0802
Fr 1stMarBrig
To MarPac By25May

Lynch, E. J. 2502
Fr 3dMarDiv WDMay
To MCB, CamLej

Mackie, C. G. 3010
Fr Tengan, Okinawa
To MarPac By25May

Maines, H. D. 7333
Fr NAS, Pncla 1May
To 3dMAW

Marada, J. P. 0302
Fr 1stMarDiv WDMay
To MB Guam

Marier, J. S. 0802
Fr 3dMarDiv WDMay
To MarPac

Martin, J. A. 0302
Fr USS Macon WDMay
To NB Phila

May, D. T. 7335
Fr 1stMAW WDMay
To MCAS El Toro

McGaw, W. A. 7304
Fr 2dMAW 10May
To 1stMAW

McKee, T. A. 7333
Fr NAS CorpC
To MCS Quant By25Apr

Miller, D. B. 1302
Fr ForTrps FMFLant WDMay
To 1stMarBrig

Moe, F. J. 7331
Fr NAS Pncla 1May
To 3dMAW

Napheys, B. F. 0802
Fr 1stMarBrig
To MarPac By30May

Nordberg, B. A. 9901
Fr MCS Quant WDMay
To 1stMarDiv

Parnell, R. H. 1302
Fr 3dMarDiv WDMay
To FMFLant CamLej

Peavey, J. T. 1302
Fr USN Mission Haiti
To MB NB Bklyn By31May

Peltier, W. H. 7333
Fr Kingsville Tex WDMay
To 2dMAW

Quinlan, W. J. 0302
Fr 3dMarDiv WDMay
To MCRD SDiego

Ragsdale, J. E. 0302
Fr 3dMarDiv WDMay
To MCS Quant

Regan, C. D. 7399
Fr NAS Pncla WDMay
To 3dMarDiv

Rigg, R. J. 0302
Fr 1stMarDiv 1May
To MB NB Subic Bay

Russell, F. P. 0802
Fr ForTrps FMFPac
To MB WashDC By20May

Saeger, H. F. 7331
Fr NAS Pncla WDMay
To 3dMAW

Schaaf, R. K. 0802
Fr 3dMarDiv WDMay
To MCB CamLej

Smith, J. V. 2502
Fr 1stMAW WDMay
To 1stMarDiv

Smith, R. E. 0802
Fr 2dMarDiv
To COMFIVE By15May

Smyth, G. W. 7335
Fr 1stMAW
To NAS Pncla By22Jun

Stonum, B. V. 0802
Fr 1stMarDiv WDMay
To USS Monrovia

Talbot, N. J. 0130
Fr MCAS El Toro
To MarCor OSO Chgo 1May

Tebbe, C. G. 0802
Fr 1stMarBrig
To MarPac By25May

Tobey, A. G. 7335
Fr 3dMAW WDApr
To 1stMAW

Trader, E. P. 1802
Fr 1stMarDiv
To MB NS Mare Island By10May

Turner, T. 0302
Fr MB NS Adak, Al WDMay
To Bridgeport Calif

Ulm, R. H. 7331
Fr NAS Pncla 1May
To 3dMAW

Van Gorder, J. H. 0802
Fr 3dMarDiv WDMay
To Ft Sill Okla

Warnicke, E. A. 3402
Fr 1stMarDiv
To Bridgeport Calif By15May

Weaver, W. B. 9901
Fr MCB CamLej WDMay
To 2dMarDiv

Wicker, R. S. 0802
Fr 3dMarDiv WDMay
To 2dMarDiv

Williamson, C. P. 2502
Fr 3dMarDiv WDMay
To MarPac

Williams, M. I. 0302
Fr 1stMarDiv 1May
To Subic Bay

Witt, S. L. 2502
Fr 3dMarDiv WDMay
To 2dMarDiv

Wold, F. R. 7302
Fr 2dMAW WDMay
To 2dMarDiv

York, E. E. 7333
Fr NAS Pncla WDMay
To 3dMAW

Released from Active Duty

Alwan, H. J. 7333
2dMAW May

Atkins, H. C. 7304
3dMAW May

Bethshares, W. E. 7304
2dMAW May

Bridges, J. W. 7304
2dMAW May

Bryant, A. D. 7335
2dMAW May

Chamas, B. D. 0802
ForTrps FMFPac May

Conlon, A. B. 7335
2dMAW May

Demianenko, D. 0130
MCAS CherPt May

Elsy, C. W. 7304
2dMAW May

Estes, W. T. 7304
2dMAW May

Falzarano, V. L. 7302
2dMAW May

Hammitt, J. P. 7335
2dMAW May

Hawkins, E. D. 7333
3dMAW May

Holloway, R. T. 7333
3dMAW May

Miller, F. D. 7333
1stMarDiv May

Schrider, P. P. 3502
2dMarDiv Apr

Sparks, K. R. 7333
3dMAW May

St Denis, J. H. 7332
3dMAW May

Tobey, A. G. 7335
3dMAW May

Revocation of Orders

Baker, H. W. 0302

Beaty, W. D. 0302

Burger, J. C. 8803
Tr Orders

Chebbin, P. A. 1302
Relad Orders

Dyer, P. W. 0302

Freeman, L. W. 7333

Little, J. D. 3502

Monacell, R. A. 1302

Deaths, Retired

Scroggins, J. C.
USAH Ft McPherson 8Mar

Extended Active Duty

Barker, D. H. Dec60

Blake, P. R. Dec60

Butterbrodt, J. A. Dec60

Casale, J. V. Jul60

Cassidy, M. J. Dec60

Connolly, L. J. Dec60

Cox, H. E. Jul62

Crebbin, P. A. Sep60

Dadurka, N. C. Jul62

Hynes, J. P. Sep60

Johnson, R. C. Oct60

Lane, C. T. Sep60

Mocarski, J. W. Dec60

Riddle, C. M. Sep60

Siwinski, J. Dec60

Sparks, K. R. Sep60

Westphal, M. A. Sep61

2d Lieutenants

Transfers

Abernathy, J. M. 9901
Fr MCS, Quant WDMay
To 2dMAW

Adams, R. A. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Adams, J. C. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Akin, B. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Aldrich, T. W. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Anderson, J. L. 9901
Fr MCS Quant
To MCB, CamLej 5May

Armstrong, R. E. 9901
Fr MCS Quant
To 1stMarDiv By15May

Barnard, K. N. 9901
Fr MCS, Quant WDApr
To 1stMarDiv

Barnett, J. W. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Barnes, R. J. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Bartunek, J. F. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Bathurst, W. E. 9901
Fr MCS, Quant WDMay
To 1stMAW

Baucom, E. B. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Beaver, J. P. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Beavers, N. L. 9901
Fr 6thMCRRD
To MCS Quant By1Jun

Benford, N. J. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Bertrand, H. A. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Bever, J. C. 9901
Fr MCS, Quant WDMay
To 3dMAW

Bickley, L. A. 9901
Fr MCS, Quant WDApr
To 2dMarDiv

Bienvenu, W. J. 9901
Fr MCS, Quant
To 1stMarDiv By1May

Bishop, J. A. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Blaeque, R. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Blake, C. G. 9901
Fr MCS, Quant WDApr
To 2dMAW

Blount, L. R. 9901
Fr MCS, Quant WDApr
To 1stMarDiv

Bock, P. H. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Bopko, P. C. 9901
Fr MCS, Quant WDApr
To 2dMarDiv

Borders, D. J. 9901
Fr MCB, CamLej WDMay
To ForTrps FMFLant

Boston, G. W. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Boyce, E. H. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Brand, R. L. 9901
Fr MCS, Quant WDMay
To 3dMAW

Branner, W. H. 9901
Fr MCS, Quant WDMay
To 1stMarBrig

Brennan, J. V. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Brigance, W. B. 7399
Fr MCS, Quant
To NAS, Pncla By25May

Brown, J. H. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Burdelski, V. R. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Butler, J. H. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Byrd, W. R. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Calteaux, J. A. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Carew, J. H. 9901
Fr MCS, Quant WDApr
To 1stMarDiv

Caro, D. E. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Carr, D. J. 9901
Fr MCS, Quant WDMay
To USS F. D. Roosevelt

Carter, R. S. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Carter, M. D. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Cates, G. L. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Christensen, B. R. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Chrisman, J. B. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Chumo, M. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Churchill, A. B. 9901
Fr MCS, Quant WDMay
To MCB, CamLej

Clark, A. L. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Clark, J. M. 9901
Fr MCS, Quant WDMay
To 2dMAW

Clark, D. W. 7333
Fr NAS, Pncla WDMay
To 3dMAW

Clark, S. S. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Clements, J. E. 9901
Fr MCS, Quant WDMay
To 1stMarBrig

Coates, R. S. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Collins, J. H. 9901
Fr MCS, Quant WDApr
To MCAS, Beaufort

Concepcion, D. A. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Cone, D. B. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Conetta, D. L. 7399
Fr MCS, Quant WDMay
To NAS, Pncla

Conley, S. T. 9901
Fr MCS, Quant WDMay
To 3dMAW

Connor, J. J. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Connolly, J. E. 9901
Fr MCS, Quant WDMay
To 2dMAW

Correro, P. O. 9901
Fr MCS, Quant WDMay
To 2dMAW

Cosgrove, K. G. 9901
Fr MCS, Quant WDApr
To 1stMarDiv

Creal, D. S. 9901
Fr MCS, Quant WDMay
To 2dMAW

Crigler, C. F. 9901
Fr MCS, Quant WDMay
To 2dMAW

Cummings, J. B. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Cushing, P. S. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Dandison, B. G. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Daniels, W. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Daniel, R. A. 7399
Fr MCS, Quant
To NAS, Pncla By25May

Day, T. T. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Dickey, W. M. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Dincher, T. A. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Doherty, S. J. 9901
Fr MCS, Quant WDMay
To 1stMAW

Donovan, W. J. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Dougherty, C. F. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Duffy, T. T. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Dunbar, J. V. 9901
Fr MCS, Quant WDApr
To 3dMAW

Dyer, E. G. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

2ndLt John Grinalds receives MCA award sword from LtGen E. W. Snedeker.

Top man in his class at Basic School (97.51 average) he is a recent winner of a Rhodes Scholarship to Oxford University. He is one of the first to accept a Marine Corps commission upon graduating from West Point ('59 honor grad, top 5% of class)

Dynan, F. J. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Eberhardt, M. B. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Ellis, D. E. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Falenski, L. D. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Farrington, F. X. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Feind, W. J. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Flian, R. W. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Findlay, R. F. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Finlay, E. E. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Finn, L. P. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Fitch, R. A. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Fitts, W. M. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Flaherty, M. E. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Fleming, C. A. 9901
Fr MCS, Quant WDMay
To MCRD, SDiego

Foell, T. F. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Follman, J. P. 9901
Fr MCS, Quant 23May
To ForTrps FMFPac

Foss, T. C. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Fournier, W. J. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Frazier, R. E. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Fredricks, D. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Freeman, J. B. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Gaither, J. C. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Gale, P. W. 9901
Fr MCS, Quant WDApr
To 2dMarDiv

Ganz, W. H. 9901
Fr MCS, Quant WDMay
To 3dMAW

Garth, A. M. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Gasperi, U. A. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Giles, J. E. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Gipson, C. L. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Goldberg, H. A. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Green, D. M. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Green, E. L. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Greer, H. D. 9901
Fr MCS, Quant WDApr
To 2dMarDiv

Griffin, B. J. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Hagman, T. A. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Hall, D. F. 9901
Fr MCB, CamLej WDMay
To 2dMarDiv

Hannah, L. B. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Hannafin, E. J. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Hannel, A. G. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Harrer, D. R. 9901
Fr MCB, CamLej WDMay
To ForTrps FMFLant

Harrington, R. L. 9901
Fr MCS, Quant WDMay
To 1st MarDiv

Hartnett, J. J. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Harvath, S. R. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Hawkey, R. A. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Hawkins, R. H. 9901
Fr MCS, Quant WDMay
To USS LChamplain

Hayward, L. J. 9901
Fr MCS, Quant 1May
To 2dMarDiv

Heziep, J. M. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Hicks, W. R. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Hill, T. J. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Hipp, C. A. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Hollman, C. G. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Holland, D. J. 9901
Fr MCS, Quant 7May
To 2dMarDiv

Huber, T. P. 9901
Fr MCS, Quant WDMay
To 1stMarBrig

Hull, R. K. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Humphries, E. W. 9901
Fr MCS, Quant WDMay
To 2dMAW

Inglee, P. S. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Itchkawitch, H. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Jacobs, J. P. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Jenkins, H. F. 9901
Fr MCS, Quant WDMay
To 1stMarBrig

Jenkins, W. A. 9901
Fr MCS, Quant WDMay
To 2dMAW

Johnson, P. M. 9901
Fr MCS, Quant WDApr
To 1stMarDiv

Johnson, G. C. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Johns, H. L. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Joiner, R. K. 9901
Fr MCS, Quant WDMay
To 2dMAW

Jones, O. R. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Kay, D. S. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

King, R. F. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Kirland, T. P. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Kitto, C. W. 9901
Fr MCB, CamLej WDMay
To 1stMarDiv

Knepper, R. L. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Krebser, J. N. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Kubik, E. F. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Kuhar, M. A. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Kupets, G. A. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Kurilich, R. V. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Lamb, R. W. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Larimore, J. W. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Larimore, G. C. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Larson, G. M. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Larson, R. W. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Lashlee, H. W. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Lashley, J. R. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Laughlin, J. H. 9901
Fr MCS, Quant WDMay
To 3dMAW

Leahy, R. B. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Leidich, R. G. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Lennartz, F. J. 9901
Fr MCS, Quant
To 1stMarDiv 1May

Leonard, M. W. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Lewin, L. S. 9901
Fr MCS, Quant WDMay
To ForTrps, FMFLant

Libkie, F. A. 7399
Fr MCS, Quant
To NAS, Pncla By25May

Liittschwager, R. C. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Lindstrom, R. L. 9901
Fr MCS, Quant WDMay
To 1stMarBrig

Longua, T. J. 9901
Fr MCS, Quant WDMay
To MCB, CamLej

Lyons, P. D. 7399
Fr MCS, Quant
To NAS, Pncla By18May

Lyons, T. E. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Mac Letchie, J. G. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Mac Minn, R. C. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Madden, R. J. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Maher, J. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Martinez, T. F. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Martin, J. E. 7399
Fr MCS, Quant
To NAS, Pncla By25May

McCafferty, R. W. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

McCollum, T. G. 9901
Fr MCS, Quant WDMay
To 2dMAW

McCormack, L. K. 7399
Fr MCS, Quant
To NAS, Pncla By11May

McCraw, C. L. 7399
Fr MCS, Quant WDMay
To NAS, Pncla

McEachern, N. A. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

McEldowney, B. C. 9901
Fr MCS, Quant WDMay
To 2dMAW

McHugh, J. C. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

McMurrer, J. A. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

McRoberts, J. C. 9901
Fr MCS, Quant
To 1stMarDiv By15May

McKanna, L. M. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Melbaum, G. R. 9901
Fr MCB, CamLej WDMay
To 2dMarDiv

Meier, F. J. 9901
Fr MCS, Quant WDMay
To 1stMarBrig

Metscher, W. H. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Miller, A. M. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Mills, M. R. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Moran, J. G. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Mosser, G. E. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Newbrough, E. R. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Newman, L. F. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Nicholson, R. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Northcutt, T. C. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Obrien, J. R. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Olson, A. J. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Parrish, H. H. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Peterson, C. L. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Phelan, L. H. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Phillips, J. W. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Pilaroscia, L. J. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Platt, J. C. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Pluth, R. E. 9901
Fr MCS, Quant WDMay
To 1stMAW

Plutte, E. C. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Porter, S. M. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Prather, G. D. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Preston, R. G. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Rademacher, M. J. 9901
Fr NAS, Pncla
To MCS, Quant By31May

Redelman, R. L. 9901
Fr MCB, CamLej WDMay
To 2dMarDiv

Redpath, R. J. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Reed, W. C. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Rhyne, J. R. 9901
Fr MCS, Quant WDMay
To MCRD, SDiego

Riley, J. B. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Riley, R. A. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Rindfleisch, J. A. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Roberts, A. J. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Rodgers, R. F. 7002
Fr 2dMAW WDMay
To 1stMAW

Rodriguez, R. D. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Rollins, H. M. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Rolstad, L. A. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Rost, T. O. 9901
Fr MCS, Quant WDMay
To 2dMAW

Ruff, W. E. 9901
Fr MCS, Quant WDApr
To 1stMarDiv

Sayers, M. W. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Schrefer, P. J. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Schaefer, J. H. 9901
Fr MCB, CamLej WDMay
To ForTrps FMFLant

Schrader, D. W. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Schtierman, J. I. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Schulze, J. B. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Schuster, A. F. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Scopelitis, A. E. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Scott, G. W. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Shay, G. G. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Sheer, T. L. 9901
Fr MCS, Quant WDMay
To MCB, CamPen

Shoquist, B. W. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Simmons, G. 7399
Fr MCS, Quant
To NAS, Pncla By15Jun

Skardas, R. G. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Sledge, J. W. 7399
Fr MCS, Quant
To NAS, Pncla By25May

Smith, J. P. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Smith, J. H. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Smith, S. R. 9901
Fr MCB, CamLej WDMay
To 1stMarDiv

Smythe, J. L. 9901
Fr MCS, Quant 7May
To MCB, CamLej

Snell, J. C. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Snider, V. B. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Sorensen, M. G. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Spear, F. M. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Spence, G. B. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Staples, J. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Stavinski, R. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Stepcick, R. J. 9901
Fr MCS, Quant WDMay
To 2dMAW

Strandtmann, R. L. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Strong, B. W. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Swindle, O. G. 9901
Fr MCS, Quant WDMay
To 2dMAW

Tate, J. H. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Tessem, T. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Thomas, W. C. 9901
Fr MCS, Quant WDMay
To 2dMAW

Thomas, J. R. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Tiller, P. L. 0130
Fr 4thMCRRD
To MCS, Quant By1Jun

Tischer, T. T. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Topercer, J. C. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Tremper, W. F. 9901
Fr MCS, Quant WDMay
To 1stMAW

Trevarthen, A. R. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Tucker, W. F. 9901
Fr MCS, Quant WDMay
To 1stMAW

Turner, R. A. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Tye, L. W. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Updyke, J. M. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Van Lanker, J. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Wary, R. M. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Waugh, W. H. 9901
Fr MCS, Quant WDMay
To ForTrps FMFLant

Weidner, R. J. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Weinsz, D. A. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Westfall, J. I. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Wetjen, R. F. 9901
Fr MCB, CamLej WDMay
To ForTrps FMFLant

Wetzel, R. A. 9901
Fr MCB, CamLej WDMay
To 1stMarDiv

Weyker, S. N. 9901
Fr MCS, Quant WDMay
To 2dMAW

Whelan, J. E. 9901
Fr MCS, Quant WDMay
To ForTrps FMFPac

Wicklein, P. C. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Wilkerson, P. B. 9901
Fr MCS, Quant WDMay
To 1stMAW

Wilmerding, W. 7399
Fr MCS, Quant
To NAS, Pncla By11May

Windolf, J. A. 9901
Fr MCS, Quant WDMay
To 1stMarBrig

Winter, R. D. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Wirkus, F. E. 7399
Fr MCS, Quant
To NAS, Pncla By25May

Witwer, J. L. 9901
Fr MCS, Quant WDMay
To MCB, CamLej

Wolk, C. J. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Wollard, D. A. 9901
Fr MCS, Quant WDMay
To 1stMarDiv

Worley, J. W. 9901
Fr MCS, Quant WDMay
To 3dMarDiv

Wright, J. E. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Wright, J. T. 9901
Fr MCS, Quant WDMay
To 2dMarDiv

Young, E. I. 9901
Fr MCS, Quant
To 1stMarDiv By15May

Young, R. K. 9901
Fr MCS, Quant
To 1stMarDiv By15May

To Active Duty

Anderson, W. P. 9901
San Mateo Calif May

Asprocolas, G. J. 9901
Fords, NJ May

Beaudoin, L. Y. 9901
Dayton, Ohio May

Beaudoin, L. J. 9901
Dayton, Ohio May

Cullinane, K. J. 9901
Edgewater, Md May

Dopke, T. G. 9901
Taylor, Pa May

Gillespie, G. L. 9901
Spokane, Wash May

Goodwin, R. W. 9901
San Mateo, Calif May

Huber, C. J. 9901
Plant City, Fla May

Hudson, R. E. 9901
Wash, DC May

Jackson, J. W. 9901
Okla City, Okla May

Kelly, A. K. 9901
West Chester, Pa May

Micka, J. G. 9901
Chester, Pa May

Miller, M. J. 9901
Chico, Calif May

Miner, R. L. 9901
Redford, NY May

Moore, D. E. 9901
Edmonds, Wash May

Nixon, J. P. 9901
West Newton, Mass May

Richardson, J. D. 9901
Ft Worth, Tex May

Richardson, S. M. 9901
El Dorado, Ark May

Riefler, M. P. 9901
Hamburg, NY May

Sandera, F. M. 9901
Balto, Md May

Usher, J. L. 9901
Bennettsville, SC May

Varner, D. D. 9901
Cape Girardeau, Mo May

Ward, R. T. 9901
Belleville, NJ May

Deaths

MacKenzie, W. G. 9901
MCS, Quant 2Apr

Revocation of Orders

Day, T. L. 7333
Kozlowski, R. M. 9901
Lattanze, R. E. 9901
Massenburg, J. W. 9902

Warrant Officers

Transfers

Antoine, G. E. 3510
Fr 2dMarDiv
To MCAF, New River By20May

Buron, J. J. 2715
Fr 3dMarDiv WDMay
To 3dMAW

Cantrell, D. M. 3510
Fr 1stMarDiv WDMay
To MCAS, Kaneohe Bay

Graham, J. I. 1320
Fr MCAS, El Toro WDMay
To Bridgeport, Calif

Keith, C. W. 2020
Fr MCRD, SDiego
To NAD, Hawth., Nev By20May

New, J. E. 6402
Fr 1stMAW WDMay
To 2dMAW

Norris, W. B. 6602
Fr NATTC, Mfs WDMay
To 1stMAW

Robertson, M. 0130
Fr GeoWash Univ
To HQMC By20Jun

Sayre, O. D. 3060
Fr MAG26 WDApr
To 3dMarDiv

Servis, C. W. 3025
Fr MCSC Barstow
To FMFPac By16May

Shisler, F. J. 3020
Fr FMFLant WDMay
To 3dMarDiv

Terry, A. F. 3502
Fr 1stMarDiv WDMay
To MCSFA, SFran

Williams, D. C. 1360
Fr 2dMarDiv WDMay
To Okinawa

Willis, J. 0130
Fr Billings Mont
To MCRD, SDiego 2May

Retired

Downing, C. E. 1320
ForTrps FMFLant 31May

Kohl, W. B. 4302
MCAS, El Toro 31Mar

Lindon, J. N. 2715
MCS, Quant 31May

Rife, V. W. 2020
2dMarDiv 31Mar

Revocation of Orders

Fix, E. J. 3090
Tr Orders

Deaths, Retired

Samuels, J. A.
USNH Bremerton 18Mar

Stein, F.
Beach Haven, NJ 21Feb

Van Rhee, P. P.
Garfield Heights, Ohio 2Mar

NEWS
in Names

BGen George R. E. Shell, CG, MCRD, Parris Island, due to retire 1Jul60, has accepted post of superintendent, VMI . . . Retired Army **MGen J. B. Medaris**, former head of Ordnance Missile Command, was once a Marine. He enlisted before WWI at the age of 16.

Gen D. M. Shoup accepted an invitation to be Grand Marshal of the annual Fourth of July parade at Huntington Beach, Cal. The parade is considered the greatest patriotic and military event in the West.

Old Breed **1stSgt Francis P. McGrath** retired 31Mar after 32 years, 16 days service, but not before becoming 1) a husband, 2) a vice president of 1st Divvy Association, 3) a father (in that order), all during his last two years of active duty. . . . **Cpl J. R. Tennant** and **LCpl G. J. Sheffield** are the Marine Corps answer to the Bobsled circuit. They have recently raced in the World Championships at Cortina, Italy and the North American Championship at Lake Placid, N. Y.

A new record, 239, for recruit rifle shooting as been established by **Pvt R. J. Leonard Jr.** . . . **WM Geraldine M. Moran** is a first—first Women Marine to be promoted to the rank of Master Gunnery Sergeant. Miss Moran is now the highest enlisted Women Marine on Active duty.

ActSgt E. Cates has bounced back to take the Third Annual All Marine Judo Championships for the second straight year.

Me, Join the Marine Corps Association?

Tennessee Ernie Ford, Star of the Ford Show on NBC-TV

"Why Bless your peapickin' heart . . . I read the troop copy!"

That's the trouble around this Corps . . . too many peapickers snapping up troop copies quicker'n a cricket's twitch. Don't <u>you</u> shortstop those troop copies! Let those copies get through to the troop's reading room where they belong. Join YOUR Marine Corps Association . . . get your <u>own</u> peapickin' copy.

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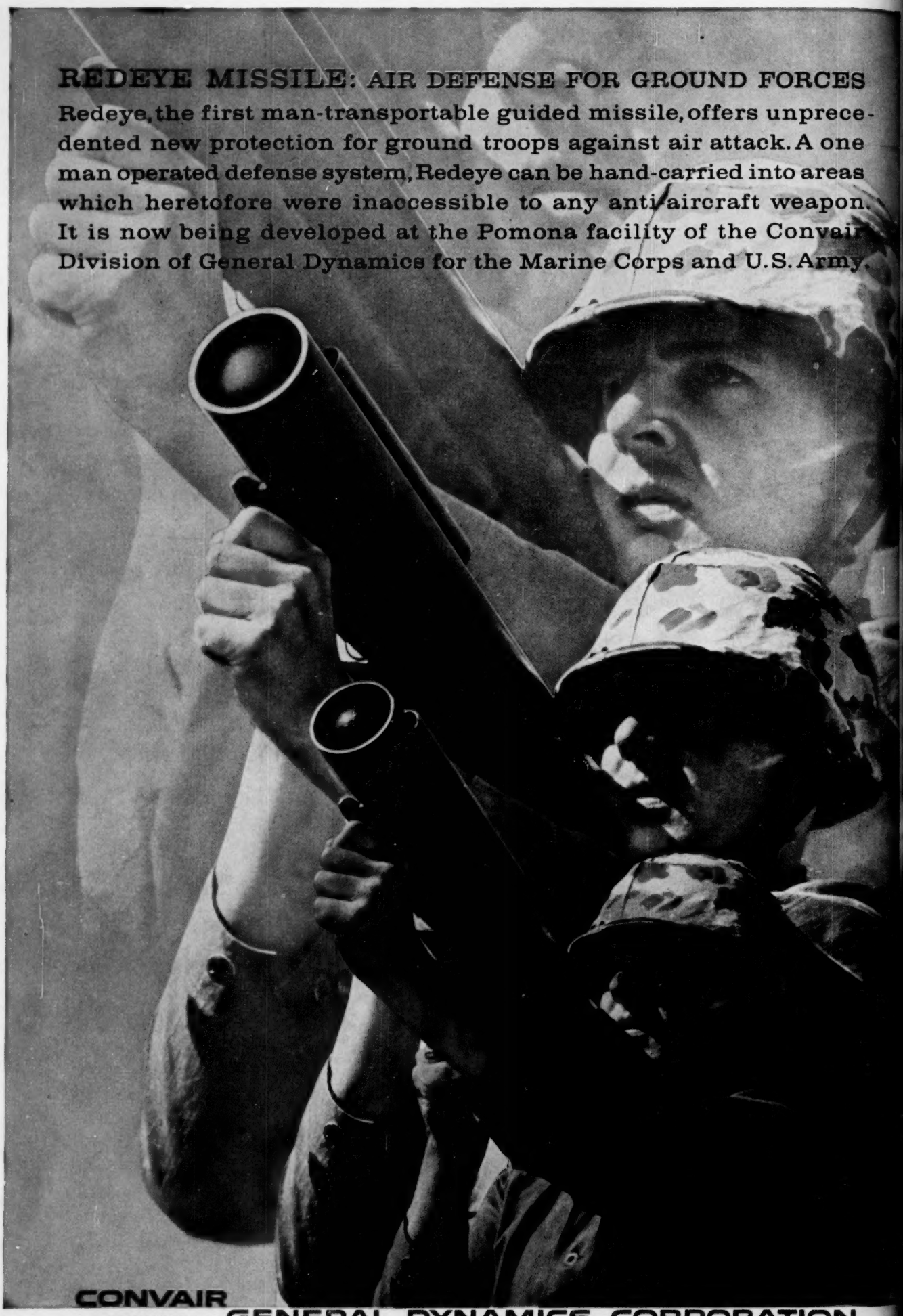
REDEYE MISSILE: AIR DEFENSE FOR GROUND FORCES
Redeye, the first man-transportable guided missile, offers unprecedented new protection for ground troops against air attack. A one man operated defense system, Redeye can be hand-carried into areas which heretofore were inaccessible to any anti-aircraft weapon. It is now being developed at the Pomona facility of the Convair Division of General Dynamics for the Marine Corps and U.S. Army.
CONVAIR
A DIVISION OF GENERAL DYNAMICS CORPORATION